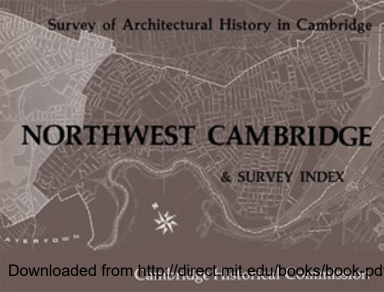


Survey of Architectural History in Cambridge

NORTHWEST CAMBRIDGE

& SURVEY INDEX

Cambridge Historical Commission

Survey of Architectural History in Cambridge

Report Five

NORTHWEST CAMBRIDGE

Arthur J. Krim
with the staff and consultants
of the Cambridge Historical Commission

Cambridge Historical Commission
Cambridge, Massachusetts
1977
Distributed by The MIT Press

Copyright © Cambridge Historical Commission 1977
All rights reserved

Open access edition funded by the National Endowment for the Humanities/Andrew W. Mellon Foundation Humanities Open Book Program.

The text of this book is licensed under a Creative Commons Attribution-Noncommercial-No Derivatives 4.0 International License: https://creativecommons.org/licenses/by-nc-nd/4.0/

Library of Congress Catalog Card Number 65-6778

Printed in the United States of America
by The Nimrod Press, Inc.
Typesetting by Xanadu Graphics, Boston, Massachusetts

Designed by Karyl Klopp, The Pomegranate Press

Previous volumes in this series:

Report One: East Cambridge	*1965*
Report Two: Mid Cambridge	*1967*
Report Three: Cambridgeport	*1971*
Report Four: Old Cambridge	*1973*

Published by The Cambridge Historical Commission
Distributed by The MIT Press, 28 Carleton Street, Cambridge, Mass.

Related Publication:

Guide to Cambridge Architecture: Ten Walking Tours
by Robert Bell Rettig 1969
Published by The MIT Press.

ISBN 0-262-53032-5

Cambridge City Council

Alfred E. Vellucci, Mayor
Saundra Graham, Vice Mayor
Barbara Ackerman
David E. Clem
Daniel J. Clinton
Thomas W. Danehy
Francis H. Duehay
Leonard J. Russell
Walter J. Sullivan

City Manager

James Leo Sullivan

Cambridge Historical Commission

Robert G. Neiley, Chairman
William B. King, Vice Chairman
Dwight H. Andrews
Arthur H. Brooks, Jr.
James F. Clapp, Jr.
Charles W. Eliot, 2nd
Joseph G. Sakey
Hugh M. Lyons, alternate
Mrs. Charles M. Pierce, alternate
Bernard Rudolph, alternate

Charles M. Sullivan, Executive Director

Northwest Cambridge Advisory Committee

Bradley H. Clarke
Edward A. Crane
Thomas W. Danehy
Louis F. DiGiovanni
Eugene Flood
Robert LeBlanc
Fenton Hollander
Mrs. Roland E. Leger
James F. Rice, Jr.
Mary H. Sullivan

Survey and Report Staff

Survey Director
Arthur J. Krim

Research
Robert H. Nylander

Photography
Richard Cheek

Managing Editor
Jonathan Hale

Consulting Editors
Bainbridge Bunting
Susan M. Vogel

Maps and Plans
Susan M. Vogel
Eliza McClennen

Design and Layout
Karyl Klopp

Foreword

The following pages complete an important aspect of the work of the Cambridge Historical Commission, the survey and analysis of the City's architectural history, including both the invisible past and the visible present.

Like the other volumes of the Survey — *East Cambridge*, 1965, *Mid Cambridge* 1967, *Cambridgeport* 1971, and *Old Cambridge*, 1973 — the present publication is the combined work of many talented and devoted people — members of the Commission, past and present, interested and knowledgeable advisers from the community at large, scholars, researchers, writers, photographers, designers, and the members of the Commission's excellent staff, who are listed in the succeeding section of acknowledgements. Included also in the present book is an index for ready reference to the vast amount of information contained in this and the four preceding volumes of the Survey.

The Survey, now complete, is but a tool to serve the Commission and the community in facing larger issues of city planning and governmental attitudes. Whereas, until recently, change in our cities and towns has largely been spontaneous and unguided, we are coming to a more mature awareness that not everything new is good, nor should everything old be replaced. And while headlong individualists continue to regard public concern over the effect of their activities as odious and even unconstitutional, there is growing a new attitude, already reflected in law, which dictates that we as a society have the right to evaluate environmental changes before they are made. The development of criteria and factual bases for such evaluation has been one of the chief concerns of the Commission and the reason for the creation of these volumes.

Appreciation, conservation and use of the City's historic resources will continue to be aided by the Survey, but the Commission has a multitude of other programs aimed at effective understanding and care of our heritage. During the recent Bicentennial years a fine slide-tape history of the City entitled "Reflections on Cambridge" has been presented free to the public each summer at Harvard Hall in conjunction with Harvard's own Bicentennial exhibition. A large scale model showing Cambridge as it was in 1775 has been prepared and is now on exhibition above the main stair at City Hall. These presentations were paid for by a grant from the Massachusetts Bicentennial Commission which was generously matched by five local banks.

During 1976 the Commission's first historic building and site markers have appeared — blue porcelain enamel ovals with dates and texts in white lettering (Fig. A). Eventually about two hundred such markers will be put up to signify the City's notable historic structures, sites and events. Other markers of a more detailed type are the "history stations", outdoor pylons of concrete bearing porcelain panels which tell in text and pictures the story of the City's growth. The first history station is now standing before the Middlesex County Registry of Deeds in East Cambridge. Others will follow in Central Square, Harvard Square and Porter Square.

Further public education about the City's history and architecture has been pursued with publication of brochures: "Walking Guides" to Old Cambridge and East Cambridge, and "Cambridge in the Revolution", all available to the public without charge. Forthcoming brochures will deal with such subjects as the history of the Black community in Cambridge and the cultural life of Cambridge in the 19th century. A further publication, "Paint Colors for your 19th Century House" has stimulated interest in appropriate maintenance of the City's numerous Victorian buildings, and additional publications on building maintenance and restoration are planned.

Additional awareness of desirable renovation procedures has been sought by initiation of a program of awards for appropriate historic preservation and restoration, the first such public recognition having been given this year to the Wellington-Harrington Corporation for its sensitive remodeling of Linwood Court Homes at Broadway and Columbia Streets.

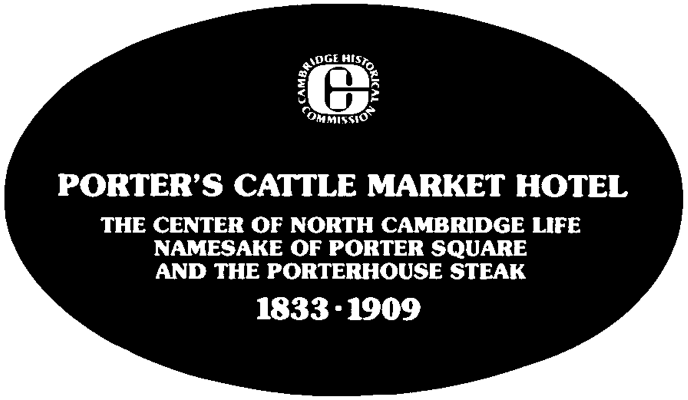
Increasing public interest in the protection offered by historic districting has led to a proposal, now before the City Council, to amalgamate the existing three historic districts mon Historic District into an enlarged and mon Historic District into a enlarged and unified Old Cambridge Historic District. In East Cambridge also there has been interest expressed in formation of a new historic district to protect this remarkably preserved and historically valuable part of the City.

While research, education, publications, and creation and administration of historic districts have occupied most of the Commission's energies in the past, the future appears to hold a wide range of new responsibilities and usefulness. Increasing Federal funding of historic preservation projects through the National Park Service and the Community Development Block Grant Program has brought the Commission new tasks and new relations with other branches of the City government. At the present time the Commission is administering the restoration of Fort Washington in Cambridgeport and restoration of The Old Burying Ground in Harvard Square, the first such public works projects to be initiated, funded and administered by the Commission — or perhaps by any Commission. In addition the Commission now must review and approve applications for National Register grants, and review and comment on the historical and architectural impact of all Federally funded public works and housing rehabilitation projects. Under another program, new this year, the Commission makes direct grants to owners who wish to restore or retain original architectural features of their homes, but could not otherwise afford to do so. This program is administered in cooperation with three agencies involved with the City's Home Improvement Program.

In these activities and in many others, such as advising on the renovations to the Common and the creation there of the Dawes Memorial, or in creation of a new system of historic street signs with the Traffic Department, the Commission works to build on increasing understanding and awareness of the City's remarkable historic resources. Central to this effort, of course, is the on-going study of a Preservation Plan for the entire City, a system of concepts and procedures which is being developed with the Planning Department and other City groups and agencies.

The present volume on Northwest Cambridge, which completes the Survey begun in 1964 will, we hope, open the eyes of many to the interest and significance of a part of Cambridge too long regarded as ordinary. Instead of chronicling mostly architectural, political and social history, as in the past, this volume breaks new ground by approaching the subject from an urban geographer's point of view, in this way giving us fresh insights and criteria which will condition our future judgments.

Robert G. Neiley,
Chairman
Cambridge Historical Commission
July 17, 1976


CAMBRIDGE HISTORICAL COMMISSION
C
PORTER'S CATTLE MARKET HOTEL
THE CENTER OF NORTH CAMBRIDGE LIFE
NAMESAKE OF PORTER SQUARE
AND THE PORTERHOUSE STEAK
1833 · 1909

A. Historic Site Marker,
Porter's Hotel.

Acknowledgements

Assigning the credit for a project as complex as *Northwest Cambridge* is a difficult task. The present volume has absorbed the best energies of many people over a period of four years, but it has its roots in an almost unprecedented effort begun in 1964 to document, building by building, the architecture of an entire city of over one hundred thousand people. The survey began in East Cambridge, an area as far removed from the academic consciousness of Cambridge as from the main concerns of architectural history. In the thirteen years since, this gap has narrowed significantly. The present volume represents not only the efforts of all those who have worked on the Survey since 1964, but the change in attitudes about what is considered worthy of study in this field.

Northwest Cambridge draws on a long tradition of innovative scholarship, continuity of staff, and intellectual integrity. This report could not have been produced if Bainbridge Bunting, Professor of Architecture at the University of New Mexico, had not labored on the previous volumes for twelve consecutive summers. Robert B. Rettig, now the Assistant Keeper of the National Register of Historic Places for the National Park Service, came to the Commission in 1964 to work on the East Cambridge survey, and established standards of excellence which still guide the staff. Both men, and many others who formed a highly versatile organization, worked under the guidance and protection of Albert B. Wolfe, who initially conceived of the project as a parallel to the famous Survey of London, and who provided an extraordinary level of leadership as Commission Chairman until his retirement in 1973.

Credit for discerning the nature of Northwest Cambridge and the different approach that the area required goes to Mr. Rettig, who brought Arthur Krim from the faculty of Temple University. Mr. Krim approached the survey not only with a geographer's eye for the spatial distribution of human activities, but also with a keen perception of the nuances of vernacular architecture. He has been the key figure in the survey and in every aspect of the preparation of this volume, and it could not have been done in this manner without him.

Foremost among those who have provided continuity with the earlier volumes are Robert H. Nylander and Susan Maycock Vogel. Mr. Nylander, the Commission's versatile historian, is the one irreplaceable member of the Commission's staff. His knowledge of Cambridge history and Colonial buildings has provided a solid foundation of research for every volume in the series. Ms. Vogel, who also worked on Volumes Three and Four, acted as the staff's conscience through many stages of Volume Five.

Many others have contributed to this volume. The contemporary photographs are almost all the work of Richard Cheek of Cambridge, who brought a fresh eye to the hundreds of three deckers and two family houses he photographed in the field, and whose prints have raised the standard of Commission photography to a new level. Jonathan Hale, as Managing Editor, provided a necessary sense of organization at the time the report began to emerge as a rough draft, and his understanding of the volume has contributed importantly to its final form. The creative efforts of Karyl Klopp as Designer established a new graphic standard for the Commission publications, fulfilling the potential of the survey reports.

The content of the manuscript has been reviewed at various stages by specialists who have made many valuable contributions. Bainbridge Bunting, Survey Director until 1975, gave his wisdom and perception to the survey and provided invaluable commentary in the early phases, and was senior member of the professional review committee. Mr. Rettig and Ms. Vogel also served in this capacity, as did Professor Michael P. Conzen, of the Boston University Department of Geography. Allison M. Crump joined the staff in time to bring many insights to the architectural descriptions.

The presence of Professor Conzen on the review committee is indicative of the role that urban geography played in the concept of *Northwest Cambridge*; in the previous volumes, the academic influence had been almost entirely from the field of architectural history. This new connection with Boston University also brought us Eliza McClennen, University Cartographer, whose skills have clarified some of the more confusing aspects of Cambridge history.

The staff and consultants responsible for the survey and publication of *Northwest Cambridge* have brought to the task a variety of qualifications:

Arthur J. Krim, B.A. Clark University 1965, M.A. University of Chicago 1967, joined the Commission in 1971 and assumed responsibility for every aspect of the survey and publication of *Northwest Cambridge*. He inventoried the entire area, directed the research, photography and preparation of maps, wrote the original manuscript, and supervised the final preparation of this volume.

Robert H. Nylander, B.A. University of

Virginia 1964, has been with the Commission since 1964. He was responsible for all research prior to 1873, including the deed and tax records research that made possible the sections on land divisions and the development of the brickyards, and provided information on Colonial architecture. Mr. Nylander reviewed all stages of the draft for accuracy and completeness.

Richard Cheek, A.B. Harvard College 1968, has been with the Commission since 1968. As Survey Photographer he carried out both the inventory and the publication photography. He provided the contemporary photographs for the volume from prints of his 35mm and large format negatives.

Jonathan Hale, A.B. Harvard College 1968, Certificate, Boston Architectural Center 1975, was Managing Editor, coordinating the volume from original draft until final production, editing the survey text for publication, and supervising the design and layout.

Bainbridge Bunting, S.B. University of Illinois, Ph.D. Harvard University 1952, Professor of Art and Architectural History at the University of New Mexico, has been with the Commission since 1964. As former Survey Director he wrote the sections on Churches and Schools in Part Four and provided extensive editorial assistance.

Susan Maycock Vogel, B.A. Wellesley College 1965, A.M. Boston University 1971, has been with the Commission since 1968. She provided editorial direction and reviewed much of the manuscript, in addition to preparing the house plans and many of the maps.

Karyl V. Klopp, B.F.A. School of the Museum of Fine Arts 1966, is founder of the Pomegranate Press of Cambridge. As Designer, she supervised the technical production of the volume, including typography, layout and design, and coordinated the work of the author and editor with the typesetter and printer. She was assisted in part by John Saalfield.

Eliza McClennen, B.A. Briarcliff College 1970, University Cartographer, Boston University, is the first cartographer to have worked on the survey, and prepared most of the major maps in this volume.

Every member of the Commission staff has made a creative contribution to the volume at some stage. Among those not already mentioned are Allison M. Crump, Assistant Director, who contributed editorial assistance in the final stages of the volume, particularly for the section on Residential Architecture; Amy E. Cohn, Executive Secretary of the Commission until 1973, who provided the initial direction for the survey; Polly Matherly Rettig, who served as the Commission's first Executive Director until June, 1974; and Marian C. Jones and Julia Swain, Administrative Assistants, who kept the office functioning as the survey progressed.

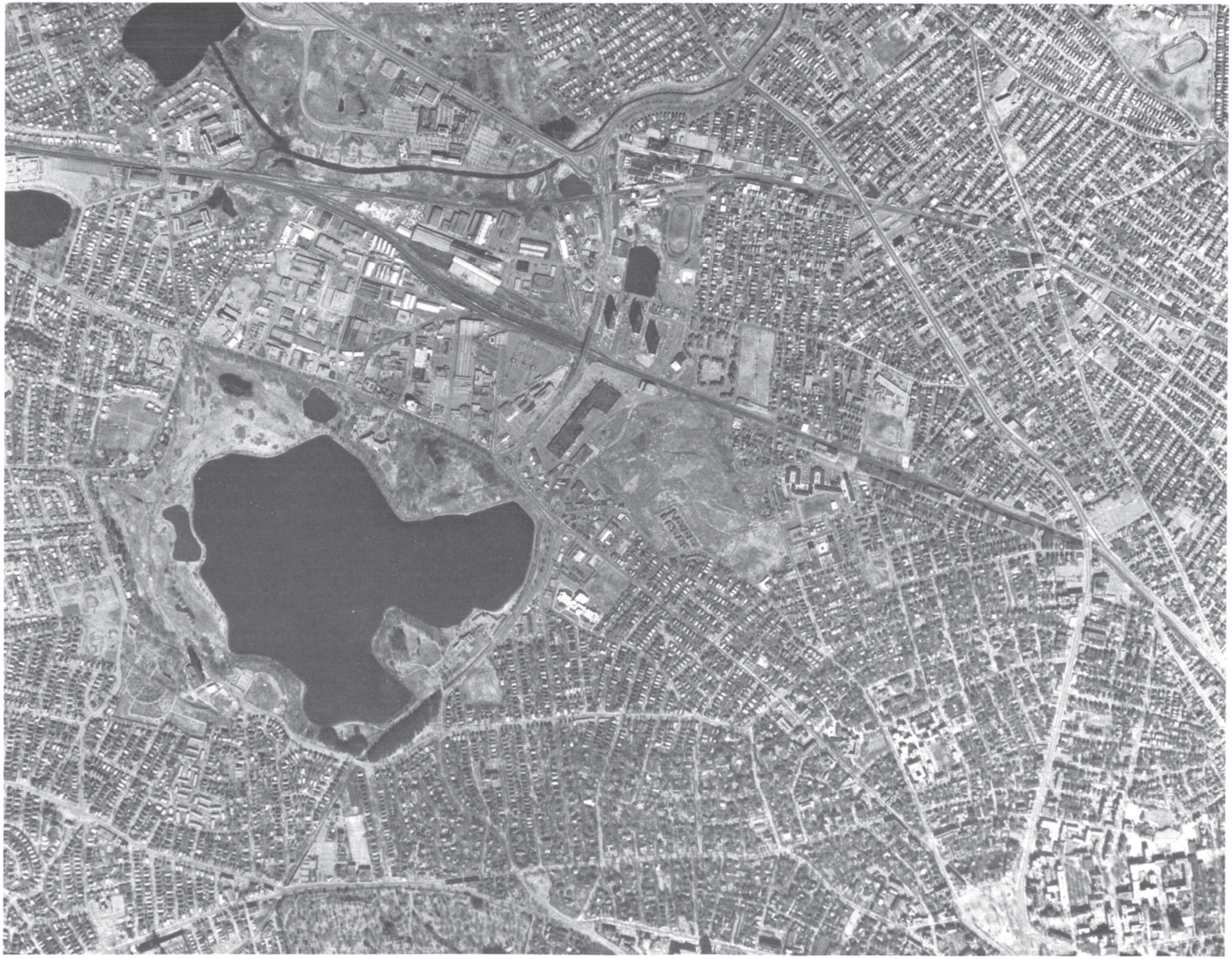
Many people not on the Commission staff also contributed: Eva Weber of Northampton prepared the Index, thereby meeting a long-felt need, and Virginia Olsen of the Community Development Department prepared maps in the early stages. Not least is the contribution of Dorothy Linick of Chelsea, an accomplished typist who consistently perfected the successive drafts.

Photography is a critical aspect of any architectural survey. Smithway Studios, formerly of Malden but now of Norway, Maine, has provided the Commission with innumerable photographic services since 1965. Photographer Edward Jacoby was assigned the initial inventory work. Skillful copying of many old photographs was carried out by Michael Nedsweski of the Fogg Museum, Peter Jones of Cambridge, and Jan Corash of Newton.

Much credit must also be given to the City employees who have helped at every stage. Lillian Novack (now retired) and Jeremiah Conway of the Building Department, James Rice, City Engineer, and Donald York of the Cambridge Public Library made their files accessible to us and spent considerable time on our requests.

The various advisory committees must also be thanked for their valuable suggestions. The professionals who provided a critical review have already been listed. Of those on the community advisory committee, former Mayor Edward A. Crane, Fenton Hollander, and Mary H. Sullivan were especially helpful. All the members of the Historical Commission contributed patience and direction to the work, but Professor Charles W. Eliot II, as always, deserves special thanks for his conscientious attention to detail. It only remains to thank the residents of Northwest Cambridge, who we hope will be the principal beneficiaries of this volume.

Charles M. Sullivan,
Executive Director
Cambridge Historical Commission



1. Northwest Cambridge, aerial photo, 1976.

Introduction

The boundaries between the Northwest Cambridge survey area and the rest of Cambridge follow the natural topographic division between Old Cambridge and the northern and western portions of the City, running from Porter Square to Mount Auburn Cemetery behind Avon, Observatory and Reservoir Hills, following the line of Upland Road to Huron and Aberdeen Avenues. The outer boundaries of the survey area are defined by the municipal limits of Cambridge at the Somerville, Arlington, Belmont, and Watertown lines (Fig. 2).

The survey uses the term Northwest Cambridge to include two distinct areas: North Cambridge and West Cambridge. North Cambridge and West Cambridge are 19th century names that have been expanded from their original conception to include the Northwest Cambridge survey area. The name North Cambridge was originally applied to the suburban neighborhood that formed around Porter's Station in the 1840s, the area now defined as Porter Square. The designation was expanded as the neighborhood developed along Massachusetts Avenue, so that at present North Cambridge covers the entire residential area from Porter Square to Alewife Brook, including the former Dublin neighborhood along Rindge Avenue and Sherman Street. West Cambridge was originally the name of Arlington, the town formed in 1807 from Cambridge's second parish of Menotomy, west of Alewife Brook. In recent decades West Cambridge has been the name of the industrial and commercial zone around Concord Avenue, Alewife Brook Parkway and Route 2, and is used in this report to include the area around Fresh Pond to Cambridge Highlands and Strawberry Hill.

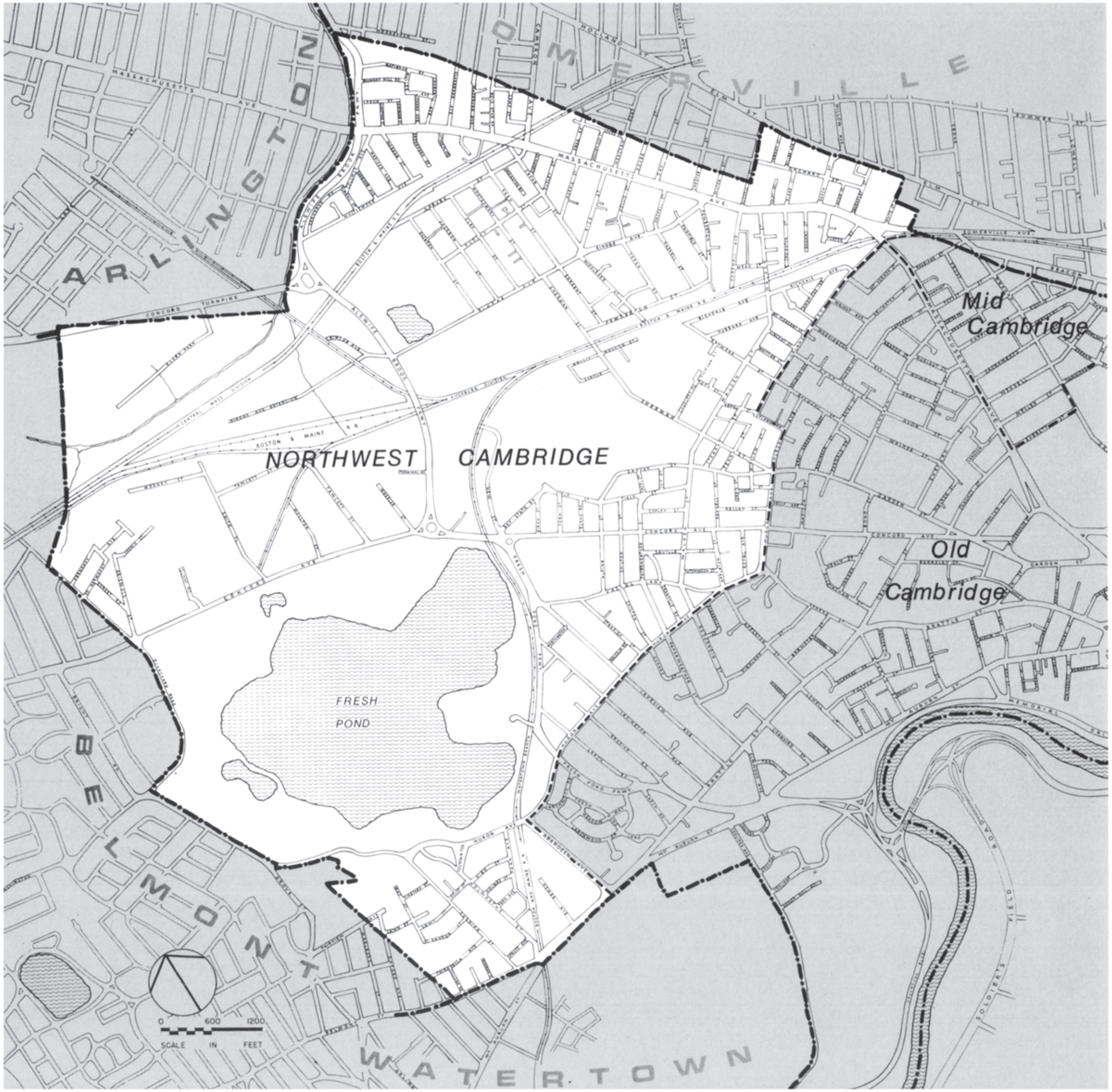
Each of the two areas developed a unique character based upon the inherent qualities of the natural topography. The fertile plain of North Cambridge became prime agricultural land in the colonial period and choice residential land in the suburban era, while the Fresh Pond swampland of West Cambridge began as peripheral grazing land, and was transformed into fringe industrial land during the last century. While each area has developed a distinctive landscape, both North Cambridge and West Cambridge have evolved compatibly. An interrelated cast of individuals — farmers, entrepreneurs, surveyors, builders and developers — has given Northwest Cambridge a unity which binds the landscapes of the survey area.

A large portion of Northwest Cambridge is composed of land annexed to Cambridge (Fig. 3). This includes the original portion of Watertown between Sparks Street and Fresh Pond (1754), the Beech and Orchard Streets area annexed from Charlestown and Somerville (1802, 1818, 1856), and the Belmont Annex (1880, 1891) around Fresh Pond. The Belmont Annex included former parts of Arlington, Belmont, and Watertown, segments of which were themselves originally within the Cambridge town limits.

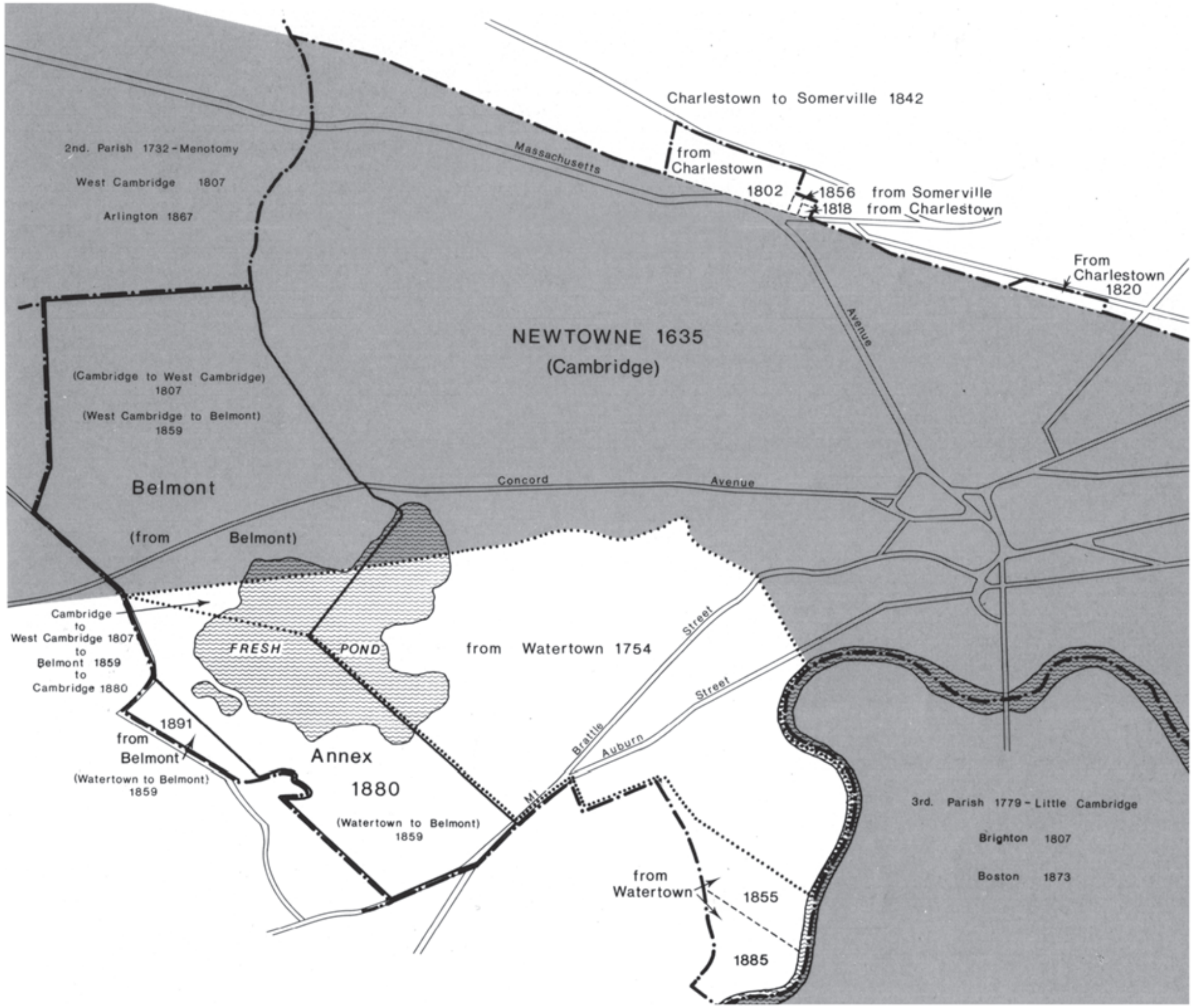
In the preparation of this report, every building in Northwest Cambridge was surveyed and the field report filed as a public record at the Cambridge Historical Commission office at City Hall Annex, continuing the practice of the previous surveys. In total, some 3,000 structures were examined. Each building was dated according to available sources: those constructed after 1922 from the address cards in the Building Department at City Hall, and those constructed between 1886 and 1922 from the Building Permit records at City Hall, including the blueprints filed at the Building Department vault after 1909. Buildings constructed before 1886 were dated from the tax records on microfilm at the Cambridge Public Library, and from corollary deeds and wills at the Middlesex County Court House in East Cambridge. In addition, maps, atlases, City directories and newspaper articles in the Public Library were used, particularly to locate buildings of the 19th century.

The architectural inventory sheet used in the field survey was based upon the format established in 1964 (see *East Cambridge*, p. 46), and modified in subsequent Commission reports (see *Mid Cambridge*, Fig. 2, and *Cambridgeport*, Fig. 4). Because of the large number of contemporary and vernacular residential buildings in Northwest Cambridge, the inventory sheet was redesigned in 1972 to meet the requirements of the survey area (Fig. 4). Emphasis was given first to dating sources and documentary evidence, second to the type of structure and its basic plan, and finally to stylistic features and their subsequent modification. Thus, a three-decker can be considered both in terms of residential type and as an expression of architectural style within the same survey format. In addition, inventory photographs were taken of all residential and most commercial and industrial buildings in the survey area and included as a permanent record with the inventory sheet.

As a survey area Northwest Cambridge demanded a different approach from the traditional methods of architectural history used in the previous survey reports. Most of the buildings were vernacular or of recent construction and much of the area was industrial or commercial land. There were few buildings of archi-


SOMERVILLE
ARLINGTON
Mid Cambridge
NORTHWEST CAMBRIDGE
Old Cambridge
FRESH POND
BELMONT
WATERTOWN
MASSACHUSETTS AVE
CONCORD TURNPIKE
BOSTON & MAINE R.R.
CONCORD AVE
SOMERVILLE AVE
MEMORIAL DRIVE
SOLDIER'S FIELD ROAD
0 600 1200
SCALE IN FEET

2. Northwest Cambridge, Survey Area Boundaries.


Charlestown to Somerville 1842
Massachusetts
from Charlestown
1802
1856 from Somerville
1818 from Charlestown
From Charlestown 1820
2nd. Parish 1732 - Menotomy
West Cambridge 1807
Arlington 1867
NEWTOWNE 1635
(Cambridge)
Avenue
(Cambridge to West Cambridge) 1807
(West Cambridge to Belmont) 1859
Belmont
(from Belmont)
Concord
Avenue
Cambridge to West Cambridge 1807 to Belmont 1859 to Cambridge 1880
FRESH
POND
from Watertown 1754
Street
Street
1891 from Belmont
(Watertown to Belmont) 1859
Annex
1880
(Watertown to Belmont) 1859
Brattle
Auburn
Mt.
3rd. Parish 1779 - Little Cambridge
Brighton 1807
Boston 1873
from Watertown
1855
1885

3. Annexation to Cambridge, 1754-1891.

tectural distinction and only a handful of houses that survived from earlier periods. Consequently, a survey approach using methods of historical geography proved most applicable to the character of Northwest Cambridge. The basic geographic principle focused upon the process of landscape development, relating the natural topography to land use, building type, and architectural quality. Thus, a Queen Anne church could be viewed in context with a suburban subdivision, its proximity to the passenger depot, and the location of the railroad to the ice ponds in the glacial swamps. Each element was part of a chain that related the qualities of the natural topography to the qualities of architectural expression.

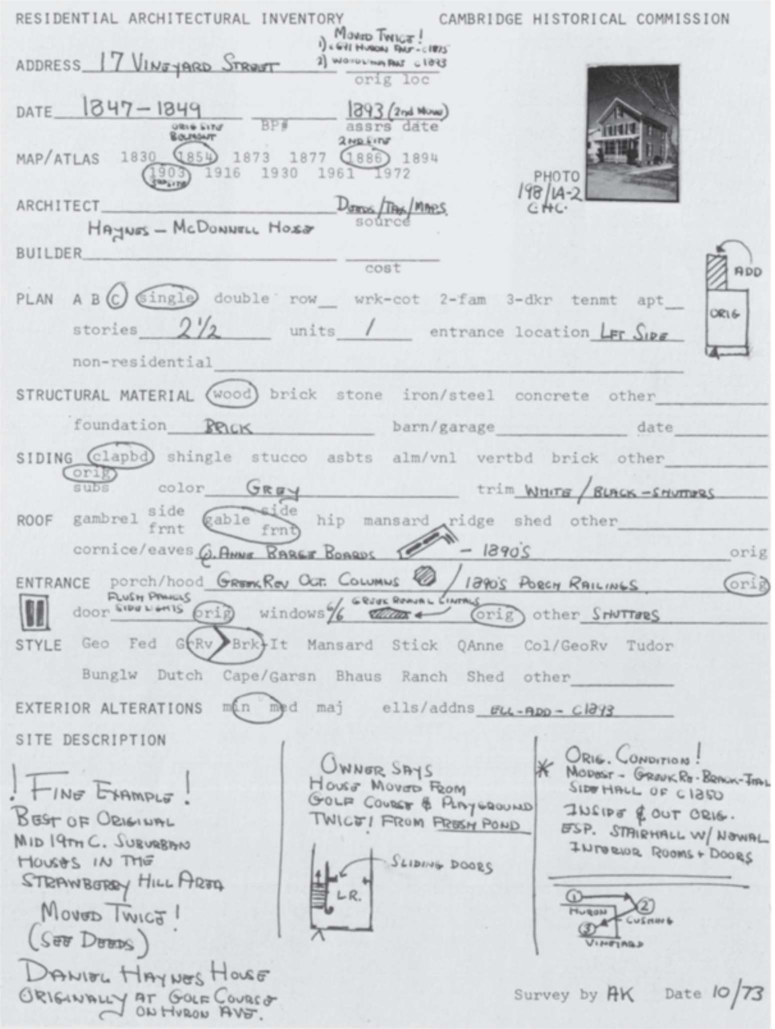
In the larger sense, Northwest Cambridge was typical of many "nondescript" areas on the periphery of metropolitan Boston and other large cities which have never received attention in architectural surveys. The area thus offered a range of subjects not discussed in the previous survey reports: the imprint of glacial geology, the pattern of Indian culture, the field systems of the colonial period, the economic history of fringe activities, the classification of contemporary architectural styles, and the development of highway architecture.

The problem of reconstructing the past landscape of Northwest Cambridge was substantial because of the area's scant historic resources. Much of the available information was personal recollection or fragmentary notation, and living memory extended only to the turn of the century. The best available sources were O'Malley's "Old North Cambridge" and other articles in the *Cambridge Historical Society Proceedings; The Cambridge of Eighteen Hundred and Ninety-Six;* the *Cambridge Chronicle* and the *Cambridge Tribune.* The newspapers contained important information on the ice business, the brick industry, and taverns and hotels. Nineteenth century town histories, especially Paige's carefully researched *History of Cambridge*, and Bond's *History of Watertown* were used to establish the basic pattern of the colonial landscape. The details of the development of Northwest Cambridge were reconstructed largely through the aid of legal documents. The Cambridge town records of the colonial period, published from the original documents in 1896 and 1901, were indispensable. Particularly helpful for the Revolutionary period was Harris' "Lexington-Concord Alarm". Monographs, articles and papers by geographers, historians and anthropologists provided the basic structure for the sections on landscape development. These included LaForge's "Geology of the Boston Area", Dincauze's "Archaeology in the Greater Boston Area", Zelinsky's "Place Names of the Northeastern United States", Handlin's *Boston Immigrants*, Warner's *Streetcar Suburbs,* and Conzen's "Fringe Location Land Uses". Documentation of the 17th century houses was aided by the collections of the Society for the Preservation of New England Antiquities, and the definition of First Period architecture was founded upon the work of Barley, Brunskill, Cummings, and the Federal Writers' Project guide to *New Hampshire.* The classification of 18th and 19th century styles was based upon the system used in the previous reports, and here the standard works by Bunting, Coolidge, Hamlin, Morrison, Scully, and Whiffen proved very helpful. Extensive research was conducted to establish the sequence of 20th century architectural styles found in Northwest Cambridge. Especially useful were Brooks' *The Prairie School,* Gebhard and Von Breton's *Architecture in California,* Lancaster's "The American Bungalow", Mason's *Frank Lloyd Wright,* and McCoy's *Five California Architects*, as well as personal conversations with architects Galvin, DeLoria, and Cvijanovic, and illustrative material in contemporary home and building journals in the collections of Loeb Library, Harvard University, and the Rotch Library, Massachusetts Institute of Technology. Industrial and commercial subjects were documented from the collections of Henderson Brothers (Celia V. Scudder), Boston & Maine Historical Society (H. Bentley Crouch), Boston Electric Railway Association (Bradley Clarke), the New England Brick Company (Linda Long), A. O. Wilson Structural Steel Company (Donald B. Wilson), W. R. Grace & Company (Mary Hogan), Howard Johnson's Corporation (Mary Sherman), and Gulf Oil Corporation (Lois Applegate). A complete bibliography of sources used in the compilation of the Northwest Cambridge survey is included at the end of this report.

Place names in Northwest Cambridge have been changed over the course of time. Only a few major topographic names like Fresh Pond have remained the same. In documenting the sequence of landscape development of Northwest Cambridge, the overlap of place names from past generations is confusing for the modern observer. Yet, the place names of each period express a specific character that is useful in recreating the past landscape. For this reason the survey report has used place names for each period in the original context, adding the modern names in parentheses: Menotomy River (Alewife Brook). The most important name sequence was that of Massachusetts Avenue, known in the 17th century as the Highway to Menotomy, during the 18th century as the Country Highway and the Great Road, and in the 19th century as North Avenue.

Northwest Cambridge is divided into five major parts. Part One is a comprehensive study of the sequence of landscape development, focusing particularly on the colonial land system, the industrial activities of the urban fringe, and the pattern of residential subdivision. Part Two documents the evidence of colonial and pre-suburban houses and presents a classification of the major residential building types common in Northwest Cambridge. Part Three relates the sequence of residential architectural styles found in the area. Part Four presents non-residential architecture and discusses civic, commercial and industrial buildings. Part Five reviews the overall character of Northwest Cambridge, highlighting the evolution of Porter Square and describing the distinctive neighborhoods that comprise the survey area.

Arthur J. Krim,
Survey Director



RESIDENTIAL ARCHITECTURAL INVENTORY CAMBRIDGE HISTORICAL COMMISSION

ADDRESS 17 Vineyard Street

Moved Twice!
1) c 671 Huron Ave - c1875
2) [illegible] Ave c1893
orig loc

DATE 1847–1849 BP# 1893 (2nd Move) assrs date

MAP/ATLAS 1830 [✓ 1854] Orig Site Belmont 1873 1877 [✓ 1886] 2nd Site 1894 [✓ 1903] 3rd Site 1916 1930 1961 1972

PHOTO 198/1A-2 CHC.

ARCHITECT Deeds/Tax/Maps source

Haynes – McDonnell House

BUILDER cost

PLAN A B [✓ C] [✓ single] double row__ wrk-cot 2-fam 3-dkr tenmt apt__

stories 2½ units 1 entrance location Left Side

non-residential

STRUCTURAL MATERIAL [✓ wood] brick stone iron/steel concrete other

foundation Brick barn/garage date

SIDING [✓ clapbd] shingle stucco asbts alm/vnl vertbd brick other

[✓ orig] subs color Grey trim White / Black - Shutters

ROOF gambrel side frnt [✓ gable side frnt] hip mansard ridge shed other

cornice/eaves Q. Anne Barge Boards – 1890's orig

ENTRANCE porch/hood GreekRev Oct. Columns / 1890's Porch Railings [✓ orig]

door Flush Panels Side Lights [✓ orig] windows 6/6 Greek Revival Lintels [✓ orig] other Shutters

STYLE Geo Fed [✓ GrRv] > [✓ Brk-It] Mansard Stick QAnne Col/GeoRv Tudor

Bunglw Dutch Cape/Garsn Bhaus Ranch Shed other

EXTERIOR ALTERATIONS [✓ min med] maj ells/addns Ell-Add - c1893

SITE DESCRIPTION

! Fine Example !
Best of Original
Mid 19th C. Suburban
Houses in the
Strawberry Hill Area
Moved Twice!
(See Deeds)
Daniel Haynes House
Originally at Golf Course
on Huron Ave.

Owner Says
House Moved From
Golf Course & Playground
Twice! From Fresh Pond

Sliding Doors
L.R.

* Orig. Condition!
Modest - GreekRe - Brack-Ital
Side Hall of c1850
Inside & out Orig.
Esp. Stairhall w/ Newal
Interior Rooms + Doors

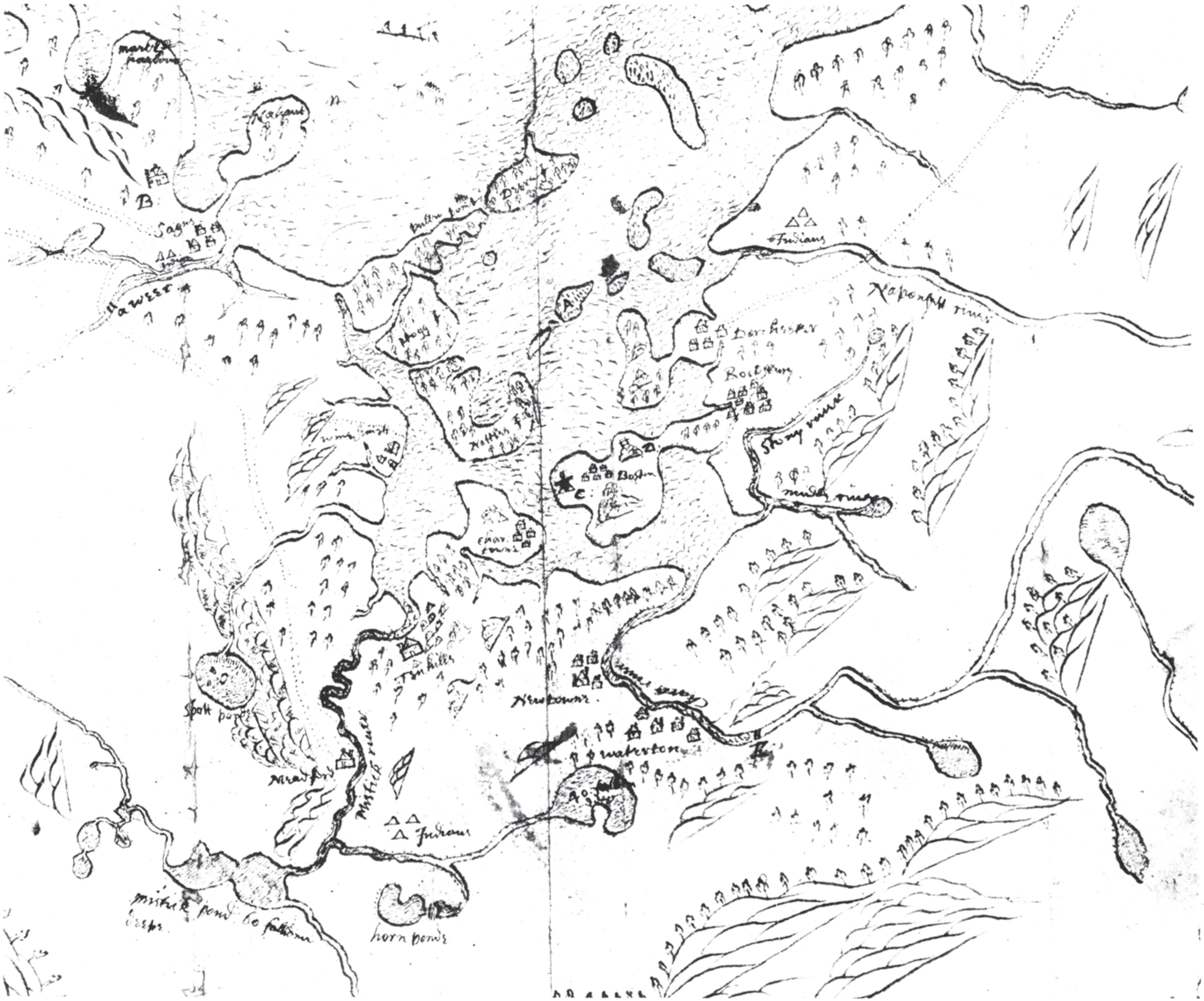
Survey by AK Date 10/73

4. Sample Survey Sheet, 17 Vineyard Street.

Contents

Foreword iv
Acknowledgements vi
Introduction viii
1 The Developing Landscape 2
  The Period Before Settlement 3
    The Natural Landscape/ Indians of Cambridge/ Naming the Land
  Colonial Agriculture and Field Systems 8
    Land Divisions, 1630-1640/ Landscape of 1691/ Cambridge Divisions of 1701 and 1724/ Landscape of the Revolution, 1775-1776/ Federal Period, 1783-1833
  Urban Fringe Activities 18
    Cattle Yards, Tanneries and Carriage Factories/ Fresh Pond Ice Business
    Cambridge Water System/ Claypits and Brickyards/ West Cambridge Development
  Residential Subdivisions 37
    Subdivision Practices
    North Cambridge
      Railroad and Omnibus, 1840-1855
      Horse Railroad, 1856-1889/ Electric Trolley, 1890-1930
    Strawberry Hill and Aberdeen Avenue
    Backslope and Huron Avenue/ Brickyard Subdivisions/ Cambridge Highlands and Fresh Pond Reservation
2 Residential Building Types 56
  Colonial and Pre-Suburban Architecture 57
    First Period House, 1630-1710
    Georgian House, 1725-1776
    Federal Houses, 1790-1835
  19th Century House Types 68
    Suburban Living Standards/ Workers Housing
      Boarding Houses/ Workers Cottages
    Multiple-Family House Types
      Two-Family Houses/ Three Deckers
      Apartments and Public Housing
3 Residential Architectural Styles 84
  19th Century Architectural Styles 85
    Greek Revival/ Gothic Revival
    Bracketed-Italianate/ Mansard
    Stick Style/ Queen Anne
    Colonial Revival
  20th Century Architectural Styles 106
    Prairie-Bungalow/ Historic Revival
    Modern Architecture/ Contemporary Architecture/ Recent Trends
4 Non-Residential Architecture 118
  Civic Architecture 119
    Churches/ Schools/ Fraternal Clubs and Organizations/ Fire Stations
    The Alms House and Hospitals
    Other Facilities
  Commerial Architecture 134
    Taverns and Hotels/ Railroad Stations
    Retail Stores/ Banks/ Movie Theatres
    Office Buildings/ Gas Stations
    Highway Restaurants
  Industrial Buildings 150
    19th Century Industrial Structures
      Ice Houses, Brick Sheds and Greenhouses/ Streetcar Barns
      Slaughter Houses and Tanneries
      Carriage Factories
    20th Century Industrial Buildings
5 Area Characterization 160
  Porter Square Through Time 161
  Northwest Cambridge Neighborhoods 166
    Massachusetts Avenue/ Orchard and Russell Streets/ North Cambridge Side Streets/ Race Course, Dublin and Rindge Avenue/ Upper Massachusetts Avenue/ Huron and Concord Avenues
    Observatory Hill Backslope/ Raymond and Walden Streets/ Strawberry Hill and Aberdeen Avenue/ Politicians' Row and Cambridge Highlands/ West Cambridge
    Fresh Pond
Bibliography 182
Illustration Credits 184
Survey Index 186

5. Massachusetts Bay Colony, Winthrop Map detail, c.1633-1637. *Newtowne* (Cambridge, center), *40 Fathoms deep* (Fresh Pond, center), *Indians* (Squaw Sachem's village, left center). North at left.


Sagus
Nahant
Indians
Naponsett river
Dorchester
Roxbury
Stony river
muddy river
Boston
Charltown
Ten hills
Newtowne
watertown
Indians
Mistick river
Medford
Spott pond
horn ponds
B
C
A

1

The Developing Landscape

The modern landscape of Northwest Cambridge, crowded with three-deckers and shopping centers, overlaid with parkways and cemeteries, is the culmination of generations of past decisions that were ultimately founded upon the inherent qualities of the natural landscape. Once the assessments had been made that a swamp was forbidding, or that the plain was fertile, these decisions often became accepted as the definitions of the cultural landscape, and were perpetuated by succeeding generations building railroads across the swamps and farmsteads on the plain.

The upland, the good soil, the sunny slope, and the well-watered plain were valued for their attractive qualities, especially for agriculture, which concerned both European and Indian societies. Consequently, the best planting ground became the prosperous farmland, and, in turn, the finest neighborhood. In contrast, the wetland, the poor soil, the shady slope, and the flooded meadow were purposefully avoided, except where resources like clay could be taken. Eventually, the great swamp became an open sewer, until it was filled as the municipal dump, finally to become the site of a housing project. As Northwest Cambridge has developed over the past four centuries, a ring of attractive land with fine houses and green fields has encircled a core of swampland with open pits and smoky railroads. Each time a decision had to be made where to fish, where to plant, where to build, where to locate, the natural qualities of this landscape would again be considered. While eccentric in many cases, these decisions usually confirmed what others had already realized, and the inherent distinctions of the landscape were thus perpetuated, creating the economic and social patterns of Northwest Cambridge.

The Period Before Settlement

The Natural Landscape

Northwest Cambridge has a remarkable individuality of landscape that distinguishes the area from other sections of the city. Here one finds steep hills in a generally level city, vast tracts of thinly developed flatland that are almost Midwestern in character, and places of true natural beauty.

Cambridge lies within the Boston Basin, a great geologic depression rimmed by the granitic hills of Belmont, Arlington, and Medford. The Basin has had a long history of geologic instability, ocean invasions, and occasional earthquakes. A bedrock of slate lies beneath the surface, dipping south one hundred feet below the Charles River. Churchill Avenue in Northwest Cambridge is one of the few places in the city where the rock outcrops and was easily quarried. It was used by Indians for arrowheads and cutting tools, and by the colonists for foundations and gravestones.

The basic topographic character of Cambridge is glacial, a landscape of sandy gravel and mucky clays pushed into hills and outwashed onto plains by the continental ice sheets that once covered New England. In geologic time, this glacial land is quite youthful, created when the last great ice sheets melted some 12,000-15,000 years ago, and contemporary with the first Paleo-Indian hunting groups. The very essence of Northwest Cambridge is derived from this glacial heritage: the disrupted drainage of sluggish streams and small ponds, of kames and kettleholes, and swamps and bogs. It is a naturally picturesque landscape, but one that frustrated human control with its poor soils, spring floods, and infestations of mosquitos. In colonial times much of it was a neglected waste beyond the edge of town, and it was finally developed with 19th century technology.

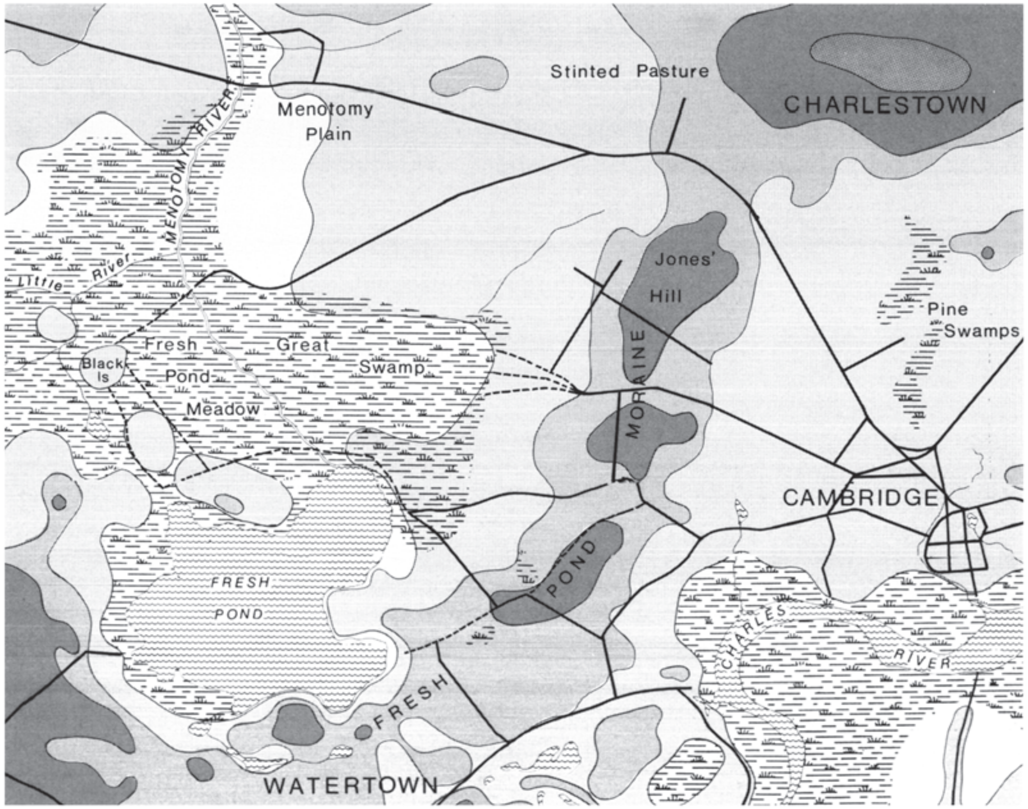
The natural division between Northwest Cambridge and Old Cambridge is a gentle ridge which runs southwest from Porter Square to the Watertown-Belmont line (Fig. 6). Each minor crest is now known individually: Avon Hill, Observatory Hill, Reservoir Hill, Strawberry Hill and Mount Auburn. These hills are actually part of a continuous ridge, technically called a recessional moraine, made of debris deposited as the last glacier melted. The moraine completely disrupted the pre-glacial river system, diverting the Mystic River from the Charles River and forming Fresh Pond and the Great Swamp behind.

Though hardly a mountain range, the Fresh Pond moraine serves as an effective physical and social barrier, isolating Northwest Cambridge from the rest of the city. It distorts all the westward routes from the traditional center at Harvard Square, forcing Massachusetts Avenue to skirt Avon Hill at Porter Square, and Mount Auburn and Brattle Streets to twist through the narrow plain between the moraine and the Charles River. These were the only through ways across Northwest Cambridge, the other roads fading into the swamps at Alewife Brook: Garden Street, Vassal Lane, Raymond Street, Rindge Avenue, and Harvey Street. Not until the advent of the turnpikes at the beginning of the 19th century was the moraine directly traversed by Concord Avenue, and then, a hundred years later, by Fresh Pond Parkway. Today Huron Avenue and Upland Road follow the Fresh Pond moraine, serving as a convenient circumferential route past Harvard Square, linking Watertown to Somerville.

As the glacial melting progressed, sedimentary deposits accumulated in a large inland lake or shallow marine bay behind the moraine. Thick blue clays were deposited in the area between Walden Street and Rindge Avenue, forming a natural resource that was to serve as the industrial base of North Cambridge in the 19th century. As the basin gradually emptied, it exposed a waterlogged landscape of swamps and ponds drained by the meandering Alewife Brook and Little River into the Mystic River at Medford. The slight difference in elevation between Fresh Pond and sea level at the Mystic ensured periodic flooding, and led to an occasional invasion of salt water during extreme high tides. The poor drainage left much of the swamp stagnant and extremely susceptible to pollution.

The most prominent landscape feature today is Fresh Pond, left by the glacier a great block of stranded ice and now a spring-fed lake. Fresh Pond is encircled by a hilly moraine which is pocketed with kettlehole ponds in the Strawberry Hill and Grove Street area. North of Fresh Pond, the watery landscape was dotted with little islands and small ponds interspersed between the swamp and meadow. In recent times, this area has provided a ready transportation corridor for railroads and highways and attracted industrial and commercial development. Much of the swamp has been filled and most of the hills cut down, so that today only the Metropolitan District Commission reservation along the Little River behind Acorn Park retains the natural ecology of meadow grass and swamp willow.

The only area of Northwest Cambridge that initially proved attractive was the broad plain of glacial outwash that stretched a mile and beyond from Porter Square to Alewife Brook, the present axis of Massachusetts Avenue. Here the sandy soil was a fine loam, well-drained by small brooks, providing a fertile environment for colonial agriculture. The level plain was also ideal for suburban subdivision, and over the last century it was completely obscured beneath a network of streets and buildings.


6. Topography of Northwest Cambridge, highways and names, 1638. Contours: 10, 30, 50, 100 feet.

Indians of Cambridge

Historians of Cambridge have traditionally measured time from the English settlement of the early 17th century; yet the history of human occupation in Cambridge is much deeper, reaching back some eleven to thirteen thousand years to the melting of the last continental ice sheets. The post-glacial landscape and human culture have developed together in Cambridge, and the founding of Newtowne in 1630 was part of a long chain of human decisions.

The Boston Basin, including Cambridge, has been so thoroughly urbanized over the past century that little of earlier cultures remains undisturbed. Twentieth century archeologists have retrieved only a few shells and arrowheads within Cambridge, but through radio-carbon dating and knowledge of cross-cultural patterns in pre-historic North America, these pieces are able to give some understanding of the Basin Indian cultures. Most of the work has been undertaken by the Peabody Museum at Harvard University, beginning with Charles C. Willoughby's writing on the New England Indians, and brought into focus by the recent work of Dena F. Dincauze that is used as the basis of the following sections.

The archeological record reveals a complex overlay of culture in the Boston Basin. Each group has made different use of the available resources in post-glacial Cambridge: animal and plant life, salt and fresh water, mud flats and meadow swamps, alluvial soils and rock outcroppings.

In the ten thousand years prior to English settlement, three distinct cultural adaptations occupied the Boston Basin: the Paleolithic (10,500 Before Present—9,500 B.P.), the Archaic (9,500 B.P.—2,500 B.P.), and the Woodland (2,500 B.P.—300 B.P.). What made the Basin attractive for settlement, and ultimately unique, was its coastal situation. The melting of the glacial ice sheet caused the sea level to rise considerably, drowning most of the former coastal lands, and forcing continual readjustment of settlement patterns until the sea level stabilized some 2,500 years ago. There was also a variation in the climatic range, with a gradual warming from the glacial climate climaxing about 4,000 years ago, a change that affected the types of plants and animals which could live in the Basin.

Little is presently known about the Paleolithic peoples in New England save the bare outline of their cultural habitat. In the cool Boreal climate of the post-glacial era, they hunted caribou and other northern game animals. As the climate continued to warm, other human, plant, and animal communities moved into New England.

The people of this era are best known for their flaked stone tool technology; several specimens of these Archaic hunting points were found in Cambridge along the Charles River at Magazine Beach, Longfellow Park, and Mount Auburn Hospital, and are now in the Peabody Museum. The salt marshes and tidal streams were a lucrative fishing ground, and Archaic hunters are known to have constructed complex weirs in the area. Portions of one elaborate weir, of 4,500 B.P., extended into the Back Bay.

It was the Woodland culture of native Indian tribes that the English encountered in the early 17th century. While primitive to European eyes, the Indians had a rather sophisticated agricultural society. The Woodland people used the domesticated plants of Meso-America: maize (corn), beans, squash and tobacco. This agrarian tradition was overlaid on the Archaic hunting and gathering practices, and, in the Boston Basin, was further modified by the abundance of fresh water fish in the coastal streams and shellfish in the tide flats. The farming practices encouraged semi-permanent settlements based on seasonal food camps in a defined tribal area, but a wide hunting territory was also maintained, as in Paleolithic times.

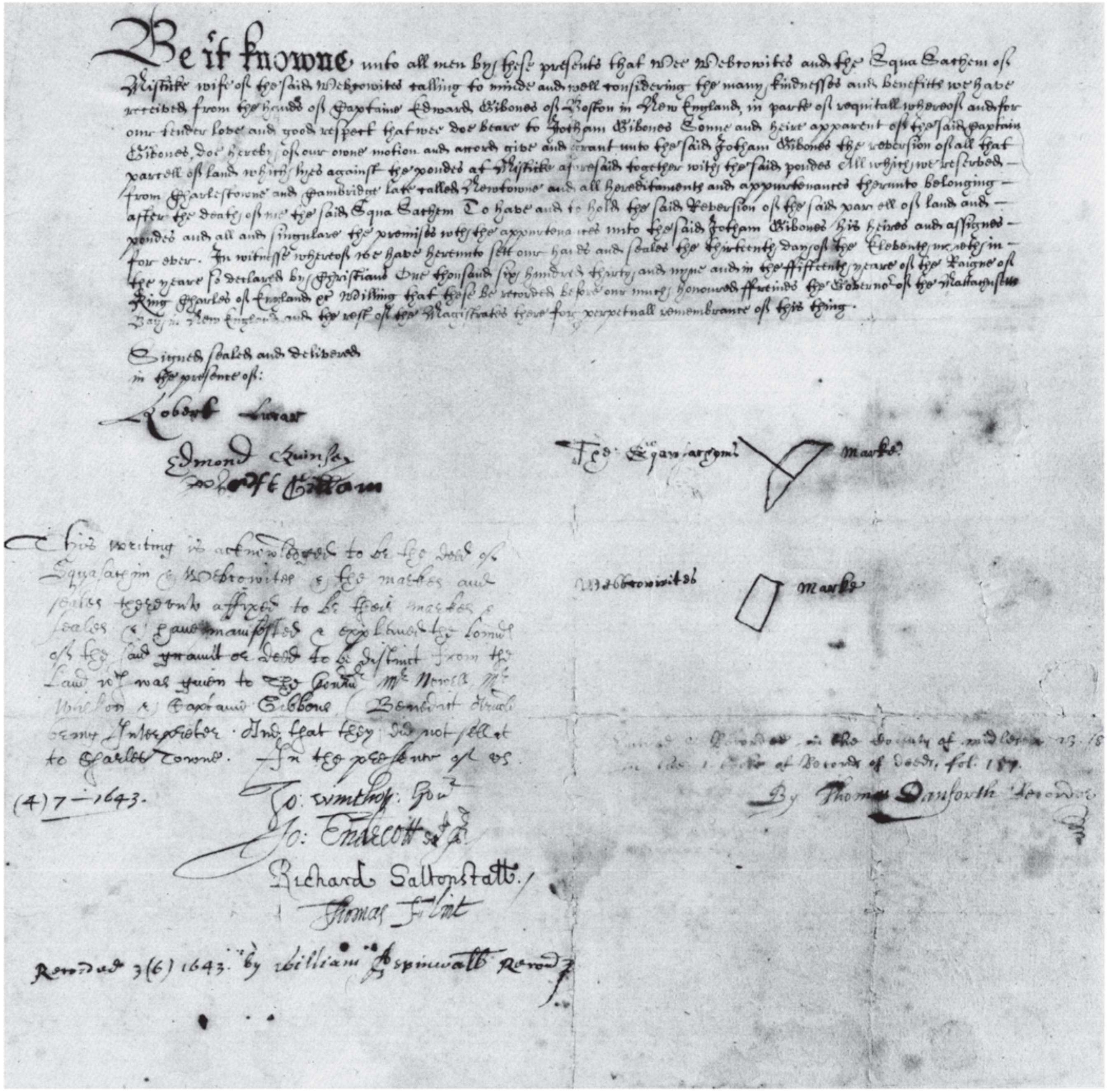
European contact with the Woodland Indians of the Boston Basin predates the actual founding of the Massachusetts Bay Colony by a full half-century. While there is a slight possibility that Viking exploration parties had moved down the New England coast from their settlements in Greenland and Labrador about 1,000 A.D., the earliest documented European contact with the native Indians was made by French fishermen during the mid-16th century. It appears that Indian furs and fish were traded for European goods of iron and copper that improved upon the native stone tool technology. European diseases were also transmitted, and they ultimately destroyed the native culture.

Closer contact with the New England coastal Indians was made by Samuel Champlain in 1605 and John Smith in 1614, but the most complete knowledge of the Indian landscape dates from the founding of the Plymouth Plantation in 1620. By this date, however, the drought and plague of 1616-1617 had nearly depopulated the tribes of coastal Massachusetts. The English settlers from Plymouth exploring the Boston Basin in the 1620s found a ghostly landscape of abandoned fields, deserted camps, a remnant population living in fortified villages, fearful of attack by aggressive tribes to the west and north.

Modern anthropologists have been able to reconstruct only a portion of the pre-contact Indian culture, but certain patterns can be documented and a partial reconstruction of the early 17th century Indian landscape in Cambridge can be made. All the tribes in the Boston Basin spoke Algonquian, the general language of the Indian groups from the Carolinas to Maine. The Charles River appears to have been a significant tribal boundary between the Pawtuckeog to the north and the Massachuseog to the south. Permanent winter camps along inland river banks were located at the junction of the Mystic (River) and Menotomet (Alewife Brook) in present-day Medford, and along the Charles River at Nonantum (Newton Corner) and Pequosetts (Watertown Square). Seasonal fishing camps, abandoned by the 1620s, were known to have existed at Mishauwomuk (Boston), Mishawum (Charlestown), and Winnesimmit (Chelsea).

Within Cambridge, the tidal flats along the Charles River were still valued by the Indians for their abundant shellfish, especially the qua-

7. Deed Between Squaw Sachem and Jothan Gibbons, 1639. Acknowledged and recorded, 1643. Sachem's mark (bow and arrow).



Be it knowne unto all men by these presents that wee Webcowits and the Squa Sachem of
Mistike wife of the said Webcowits calling to minde and well considering the many kindnesses and benefitts wee have
received from the hands of Captaine Edward Gibones of Boston in New England, in part of requitall whereof and for
our tender love and good respect that wee doe beare to Jotham Gibones Sonne and heire apparent of the said Captain
Gibones, doe hereby of our owne motion and accord give and grant unto the said Jotham Gibones the reversion of all that
parcell of land which lyes against the ponds at Mistike aforesaid together with the said ponds All which wee reserved —
from Charlestowne and Cambridge late called Newtowne and all hereditaments and appurtenances thereunto belonging —
after the death of mee the said Squa Sachem To have and to hold the said reversion of the said parcell of land and —
ponds and all and singular the premises with the appurtenances unto the said Jotham Gibones his heires and assignes —
for ever. In witnesse whereof wee have hereunto sett our hands and seales the thirteenth day of the Eleventh month in —
the yeare so declared by Christians One thousand six hundred thirty and nyne and in the ffifteenth yeare of the Raigne of
King Charles of England &c Willing that these be recorded before our much honoured ffreinds the Governor of the Massachusetts
Bay in New England and the rest of the Magistrates there for perpetuall remembrance of this thing.

Signed sealed and delivered
in the presence of:
Robert Lucar
Edmond Quinsey
[illegible]

The Squasachem marke
Webcowits marke

This writing is acknowledged to be the deed of
Squasachem & Webcowits & the markes and
seales thereunto affixed to be their markes &
seales & I have manifested & explained the contents
of the said graunt or deed to be distinct from the
Land wch was given to the Govr Mr Nowell Mr
Wilson & Captaine Gibbons (Benedict Arnold
being Interpreter. And that they did not sell it
to Charles Towne. In the presence of us

(4)7 — 1643.

Jo: Winthrop: Govr
Jo: Endecott Dep Gov
Richard Saltonstall
Thomas Flint

Recorded 3(6) 1643 by William Aspinwall Record

Entred & Recorded in the County of Middlesex 13. 18
in the 1 booke of Records of deeds, fol. 187.
By Thomas Danforth Recorder

hogs (clams). The Indian name for present-day Cambridgeport was Anmoughcawgen — "the place for curing fish". English place names in Cambridge of the 1630s confirm the Indian land use pattern with such terms as the "Oyster Banks" on the tide flats near present-day M.I.T., and "Wigwam Neck", a fishing camp near Putnam and Western Avenues. Moreover, shell mounds were found at Sennott Park when the Cambridgeport Burying Ground was closed during the Civil War. Fresh water fishing for alewives and shad was an established practice on the small streams that fed the tidal rivers, and there is a strong suggestion that the Cambridge town fish weir established in 1636 on Menotomy River (now Alewife Brook and Matignon Road) occupied a traditional Indian site. This weir was upstream from the fortified village of the Sachem Nanapeshamet, who had died in 1619.

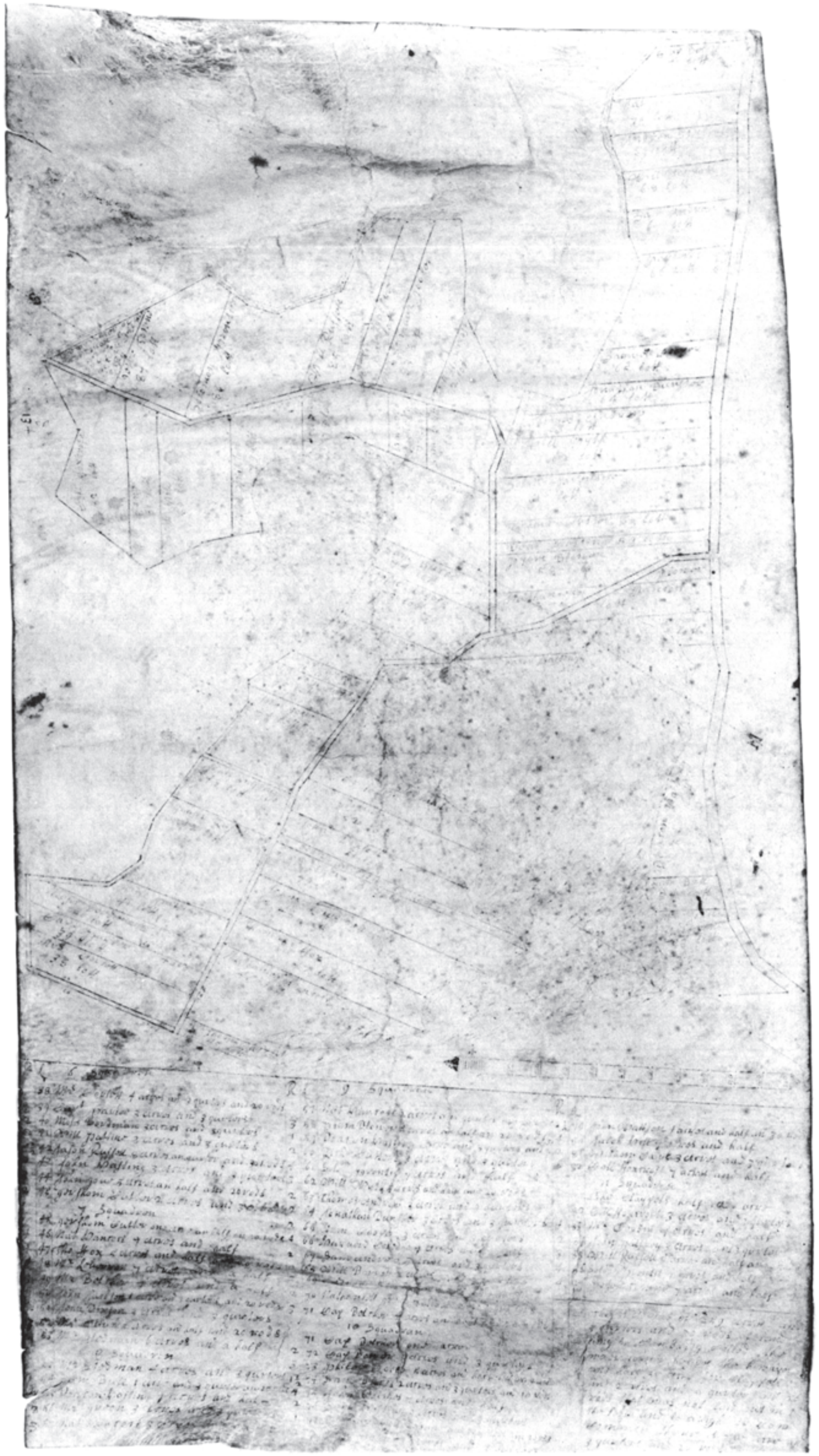
Cambridge was astride the vital route between the clam flats of the Charles River and the winter camps in Newton, Watertown, and Medford. It is likely that the Charlestown-Watertown "path", so named in the town records of 1635, was a traditional Indian trail linking Mishawum and Pequosett-Nonantum. The old path (now Kirkland Street, Mason Street, Brattle Street, Elmwood Avenue, and Mt. Auburn Street) followed the natural high ground around the marshes and intervening streams between the Charles and Miller's Rivers. Indian trails have also been documented in the Cambridge South Side (now Brighton), leading from Waban's greak oak (now Oak Square) to the Charles River (now Nonantum Street in Newton and Brighton). Undoubtedly Fresh Pond was known to the Indians, and its attractive location between the Charles River and Alewife Brook must have been frequented by seasonal fishing parties. Possibly related to this activity is the tradition of the "Indian Amphitheatre" at the foot of Norumbega Road off Belmont Street. Here a number of clam shells were found, suggesting a favorite camp site, but a precise archeological survey is needed to verify the story.

Once permanent settlement of the Massachusetts Bay Colony had been made after 1630, it took but another half-century for the English to destroy completely the native Indian culture of the Boston Basin. As there were no Indians living in Cambridge, legal transfer of the land to the English did not take place until 1639, when the widow of the Sachem Nanapeshamet (the Squaw Sachem) deeded Charlestown, Cambridge, and Watertown in return for an annual gift of corn and a title to her wigwam overlooking the Mystic Ponds (Fig. 7). This arrangement was honored by the three towns until the death of Squaw Sachem, about 1661. It is her village that is shown on the Winthrop and Wood maps of 1633-1634, labeled "Indians" between the "Mystic River" and "Horn Pond" (see Fig. 5). On the Cambridge South Side (now Brighton) a few Indians continued to plant corn in their traditional fields until the 1650s, but after this period the Indian landscape in Cambridge was all but abandoned to the English.

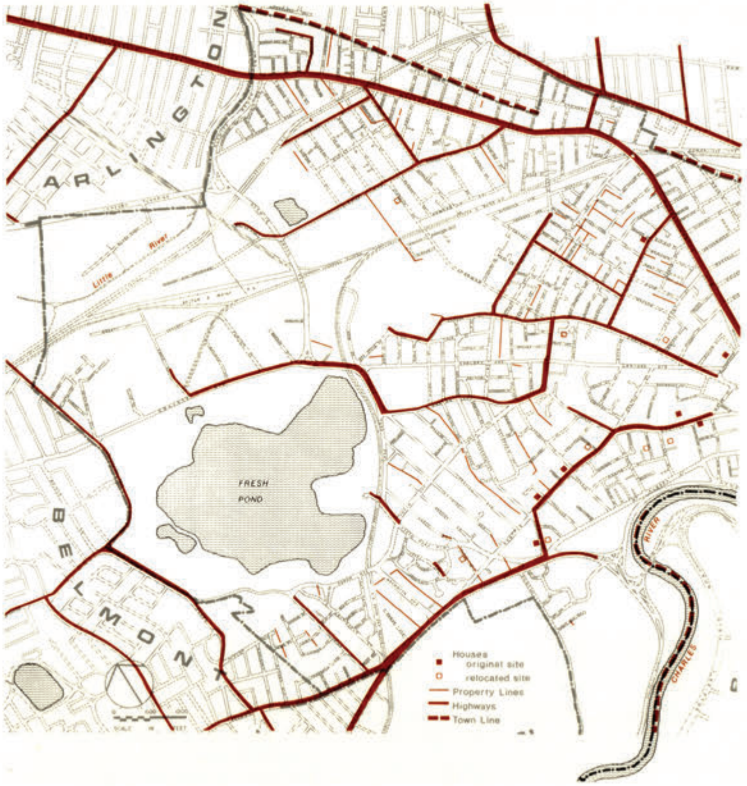
Naming the Land

Like all people in unfamiliar lands, the Puritans who founded the Massachusetts Bay Colony brought the names of their native English landscape to the frontier of New England. In many ways the transfer was well founded, for the two landscapes were remarkably similar. The Puritan home counties of East Anglia and the Boston Basin were both coastal plains with winding tidal rivers and a gentle topography of low hills. Both were agricultural landscapes with open areas for crops and permanent settlements—East Anglia with its ploughed fields of wheat and clustered houses, and the Boston Basin with its planting grounds of corn and its wigwam villages; the one at the prime of civilization, the other abandoned and overgrown.

As applied to New England, the English landscape names bespoke the concerns of a rural society and the potential for agriculture; of clearing (pasture, plain, and meadow), of



8. Cambridge Proprietors Plan of Mills' Ware Commonland, 1703. Now Arlington and Belmont in vicinity of Spy and Little Ponds



9. Surviving Elements of Colonial Landscape, Northwest Cambridge.

drainage (swamp, marsh, meadow, brook, creek, and river) and of slope (hill, upland, rocks). As a group these English landscape names have a direct and forthright quality. A few still apply today in their original context, and these simple terms like "Fresh Pond" and "Little River" are legacies of medieval England in modern Cambridge (see Fig. 9).

With the exception of the Charles River, named during John Smith's voyage to New England in 1614, the majority of the English landscape names in the Boston Basin date from the founding of the Massachusetts Bay Colony towns in 1630. Some Algonquian terms were borrowed, but since the Indian tribes had been almost decimated by disease, the Puritan settlers generally named the landscape as they perceived it. In Northwest Cambridge, the major topographic features—Fresh Pond, Menotomy Plain, Menotomy River and the Great Swamp—had all been named in the town records by 1635, and the minor features—Little River, Black Island, Jones' Hill, and the various brooks and ponds—were known by the mid-17th century (see Fig. 6).

The finest contemporary illustration of the early English landscape in the Boston Basin is the manuscript map drawn by Governor John Winthrop himself about 1633, now in the British Museum (see Fig. 5). The Winthrop map clearly shows the Charles and Mystic Rivers, Fresh Pond ("40 fathoms deep"), Spy and Spot Ponds ("Horn Pond"), and the channels of the Menotomy River (Alewife Brook) and Little River. Hill symbols (below the word "Newtowne") indicate Jones' (Avon) Hill in Cambridge and Winter, Prospect and Clarendon Hills in Charlestown (now Somerville), while the absence of tree symbols in the area between Fresh Pond and the Mystic River suggests the open land of Menotomy Plain and the Ox and Stinted Pastures. The map also shows the overlap of English and Indian settlements; the wigwam triangles identify Squaw Sachem's village near Medford. One can sense the compact form of Newtowne (Cambridge) and the scattered settlement of Watertown.

Colonial Agriculture and Field Systems

The survey area of present-day Northwest Cambridge comprises portions of three Massachusetts Bay Colony towns founded on the north bank of the Charles River in 1630: Charlestown, the portion between Elm Street and Massachusetts Avenue at Beech Street; Newtowne (Cambridge, after 1638); the area between Massachusetts Avenue and Vassal Lane west to Blanchard Road; and Watertown, the area between Vassal Lane and Mt. Auburn Street west to Grove Street (see Figs. 3 and 4).

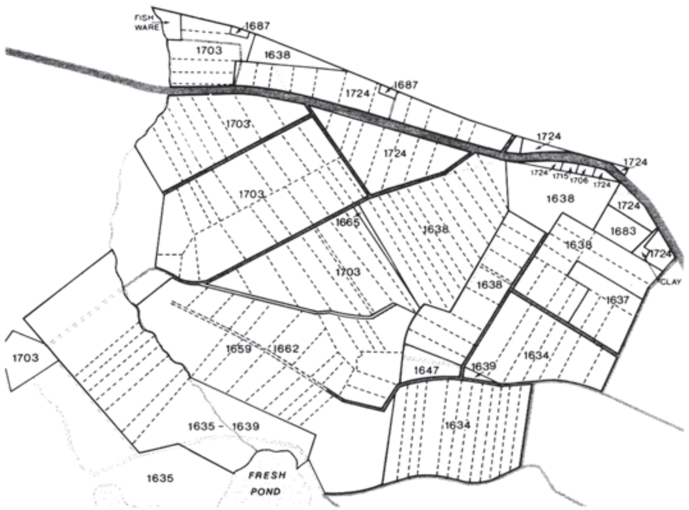
The economic foundation of the Bay Colony was agriculture. In essence, Charlestowne, Watertowne, and Newtowne were English farming villages transplanted to the New England frontier. Originally, all the land in each town was held by the town proprietors. In accordance with traditional practice of agriculture, or "husbandry", each townsman was granted the individual rights in the plough fields for his wheat, oats, and rye, and the common rights to pasture lands for his cattle and oxen.

There were marked distinctions in the manner of land division among the three Bay Colony towns. Charlestown and Newtowne followed the medieval English open-field system. Here, house lots were granted only "in the Towne" (now City Square and Harvard Square, respectively), while the various plough lots were granted in a sequence of planting fields arranged within easy walking distance of the town houses. Beyond this tight nucleus were the common lands where each townsman was given the rights to grazing, wood, and hay, much of it in the natural marsh, swamp and meadow along the Charles and Mystic Rivers. Watertown was a different matter, arranged on the enclosed field system familiar to the East Anglian Puritans. There was no systematic division of planting fields or town center with house lots. In fact, the meeting house was moved three times during the 17th century up the Watertown path (Mt. Auburn Street). Each townsman was granted an individual "homestall", near the meeting house, so that a decentralized pattern of single family farmsteads resulted, a pattern which became the model for the New England agricultural system.

The practice of common land division followed the medieval tradition. Grants of land were written in the town book using simple descriptions of the adjoining boundaries, as in the four-acre lot in the Newtowne West End Field granted to Samuel Green in December of 1634: "NW Bartholomew Green, NE common, SE Mrs. Chester, SW highway to great swamp" (now Fenno Street and Upland Road between Raymond and Garden Streets). As early as 1639, the Cambridge proprietors compiled parchment survey maps for each major field division. Only one of these has so far come to light, discovered in the Engineer's vault at City Hall in 1975 (see Fig. 8). It shows the 1703 Common Division at Mills' Ware (weir) in modern Arlington and Belmont between Pleasant and Lake Streets in the area of Little Pond and Route 2. Measured in a scale of rods, the map has a distinctly medieval tone, with its pattern of highways and narrow strip lots, within which is written, in distinctive Elizabethan script, the grantee's name and acreage.

The effect of this medieval agricultural system upon 20th century Northwest Cambridge is apparent when a comparison is made between 17th and 18th century field divisions and the modern street system (Fig. 9). The outlines of the colonial fields are echoed in the pattern of many suburban divisions of the 19th century and the long parallel streets in some cases seem to follow the strip field lots like Mt. Pleasant, Rice, Dover, Fayerweather, May, and Sherman Streets. A fair impression of the size and depth of a medieval long lot can be gained by a walk through Rindge Field and the Catholic Cemetery on Rindge Avenue. Both are partial remains of colonial planting divisions that escaped residential and industrial development in the last century.

The field pattern is especially evident in the patchwork grid across North Cambridge, where several planting divisions were aligned along the axis of Massachusetts Avenue (Fig. 10). Beech Street, Rindge Avenue, Cedar Street and Churchill Avenue are relic agricultural ways between the various field divisions. This effect is also illustrated along the spine of Mt. Auburn and Belmont Streets in Strawberry Hill, where Aberdeen and Oxford Avenues, and Holworthy and Cushing Streets reach back to Fresh Pond in a parallel sequence. Behind Observatory Hill, Vassal Lane, Garden, Walden and Raymond Streets serve as major breaks in the orientation of the street network, reflecting the junction of several large divisions. Surprisingly, there are even traces of the colonial field pattern in West Cambridge in the angle of Smith Place and in the position of local property lines near Bay State Road. Only around Fresh Pond were the original lot lines completely lost when the municipal park system was established.

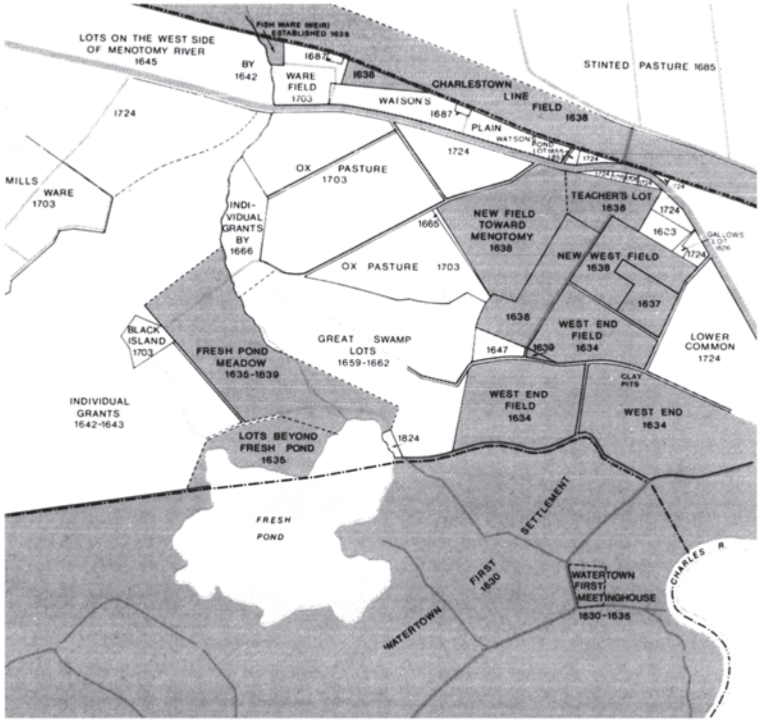


10. Cambridge Proprietors
Field and Lot Lines, Northwest Cambridge, 1635-1724.

Land Division, 1630-1640

The decisions that determined the basic land divisions and highway locations in Northwest Cambridge were made in the first decade of settlement, between 1630 and 1640 (Fig. 11). Of the three towns that comprised the present survey area, Watertown is presumed to have been the earliest divided into lots. However, the gap between initial settlement in 1630 and the first documented proprietor's inventory of 1642-1644 leaves much of the original land pattern in conjecture. The first grants were made around the original town site along the Watertown-Charlestown path (today Elmwood Avenue and Mt. Auburn Street) between 1630 and 1635. On the low hill north of the town (Reservoir Hill) a sequence of some fifteen "homestalls" were granted as far back as the Watertown-Newtowne line (now Sparks Street and Vassal Lane). These homestalls were intersected by two highways: Busby's Lane (approximately the present axis of Lakeview Avenue), and Pond Lane, running atop the brow of what is now Reservoir Hill. When the inventory was made in 1642 many of these homestalls had already been abandoned, perhaps in consequence of the poor soils and the relocation of the Watertown Meeting House further west in 1635. In contrast to the rest of Watertown, the western bank of Fresh Pond offered favorable agricultural opportunities, and a division of homestalls was granted about 1636, when the Watertown-Cambridge line was extended to the west in the present vicinity of Blanchard Road.

Cambridge is perhaps the best documented of all the early towns of the Massachusetts Bay Colony. Because its field divisions were systematic and its records methodical, modern scholars have been able to reconstruct the colonial land pattern. Founded as Newtowne, the capital of the Colony in 1630, Cambridge was indeed a new town in the wilderness, a carefully planned city laid out in the spring of 1631 beside the banks of the Charles River near the Charlestown-Watertown Path. The town was centered near


LOTS ON THE WEST SIDE OF MENOTOMY RIVER 1645
FISH WARE (WEIR) ESTABLISHED 1636
BY 1642
1687
WARE FIELD 1703
1638
CHARLESTOWN LINE FIELD 1638
WATSON'S PLAIN
1687
STINTED PASTURE 1685
1724
MILLS WARE 1703
OX PASTURE 1703
1724
WATSON'S POND LOT 1655
1724
INDIVIDUAL GRANTS BY 1666
1665
NEW FIELD TOWARD MENOTOMY 1638
TEACHER'S LOT 1638
1724
1623
GALLOWS LOT 1626
1724
OX PASTURE 1703
NEW WEST FIELD 1638
1637
1638
WEST END FIELD 1634
1647
1639
LOWER COMMON 1724
BLACK ISLAND 1703
FRESH POND MEADOW 1635-1639
GREAT SWAMP LOTS 1659-1662
CLAY PITS
WEST END FIELD 1634
WEST END 1634
INDIVIDUAL GRANTS 1642-1643
LOTS BEYOND FRESH POND 1635
1824
FRESH POND
SETTLEMENT
FIRST 1630
WATERTOWN
WATERTOWN FIRST MEETINGHOUSE 1630-1635
CHARLES R.

11. Commonland Field Divisions, Northwest Cambridge, 1630-1824.

the junction that is today Harvard Square. The commonlands beyond were regarded as a vast land bank, and subdivision was prudently and carefully considered. The first planting lots were granted in 1632 in the area that is now Dana Hill. Pasture and meadow lots extended beyond to the Oyster Banks of the Charles River in the present area of Cambridgeport (see *Old Cambridge*, Fig. 4).

In 1634 planting divisions were opened in the West End between the town spring (Brattle Square) and the Fresh Pond moraine (now Observatory Hill). Two sections of the West End Field divisions were surveyed within the present area of Northwest Cambridge, the first in August 1634, now bounded by Huron Avenue, Garden Street, Alpine Road, and Vassal Lane, and the second, in December of the same year, now bounded by Linnaean, Raymond, Walden, and Garden Streets. Each section contained long field lots of about four acres each, typical of English medieval practice. As some of these lots were over a mile from the Meeting House, the proprietors relaxed their restrictions requiring that owners build only on their town house lots, and, during the winter of 1634-1635, permitted owners in the West End Fields to build houses directly on their planting lots, like those of the neighboring Watertown homestalls. Once established, this policy of granting house lots in outlying divisions encouraged the formation of individual farmsteads, loosening the tight order of village life in the Towne.

This policy was given official sanction by the division of the Newtowne lands near Fresh Pond, two miles beyond the Meeting House. The upland by Fresh Pond (now the location of the City Home) was granted as four "planting ground lots" sometime before February of 1636, and each owner was allowed to build a house. By 1639 these lots had been purchased by Deacon Nathaniel Sparhawk, an influential town elder, and, the records imply, leased out together as a 36-acre tenant farm. Below the planting ground was the natural pasture of the Fresh Pond Meadow on the west bank of the Menotomy River (Alewife Brook). In August of 1635, the town proprietors assigned rights in over a hundred acres to seventy-one townsmen (the area now between Concord Avenue and Acorn Park in West Cambridge), although the land was not actually divided until 1639.

Much of the later growth pattern of modern North Cambridge was determined during the mid-1630s, and was tied to the westward expansion of the Bay Colony. The founding of Concord in 1635, some twenty miles beyond the tidewater frontier, required an overland highway, which followed the present course of Massachusetts Avenue from Cambridge through Arlington and Lexington to Concord. This "Highway to Menotomy" ran due north through the commonlands, and then swung westward around the steep moraine (Avon Hill) and out across the Menotomy Plain (North Cambridge). Because it was a level road through open land, the Concord highway became the axis of expansion for Cambridge in the 17th century.

One immediate consequence of the new highway was the establishment of a fish "wear" (weir) on the Menotomy River at what is now the site of the Church of the Immaculate Conception on Alewife Brook Parkway. A "cartway to the wear" was laid out in 1636 from the Concord highway, bypassing a small brook that crossed the Ware Field; this is now Churchill Avenue and Matignon Road. The weir also provided the basis for Newtowne's claim to this section of the Menotomy Plain when the "eight mile line" (now the Cambridge-Somerville boundary) was surveyed with Charlestown in 1636.

Having firmly established the common lands along the Concord Highway, the town proprietors surveyed a series a planting lot divisions beyond the West Field in April of 1638. The largest group was the New West Field, which contained twenty-four individual lots laid out on Jones' Hill (Avon Hill) to the edge of the Great Swamp. This area included all of what is now Avon Hill between Linnaean Street and Richdale Avenue as far as Cadbury Road, and included an access highway (now Walden Street) to the north slope lots. A second division of 56 acres was laid out behind the New West Field as the "New field towards Menotomy", the area now bounded by Rindge Avenue, Sargent Street, Walden Square, and Cogswell Avenue. These lots fronted the highway to the Menotomy River (modern Rindge Avenue) and the Fresh Pond Meadows. The north slope of Jones' Hill between modern Upland Road and Walden Street was granted to the Reverend Thomas Shephard and called "the Teacher's Lot". Of the common land along Menotomy Plain, the proprietors ordered that "100 acres adjacent to the great swamp near the way to Menotomy River be enclosed for a general Ox pasture." This is now the area from Massachusetts Avenue south to Rindge Avenue.

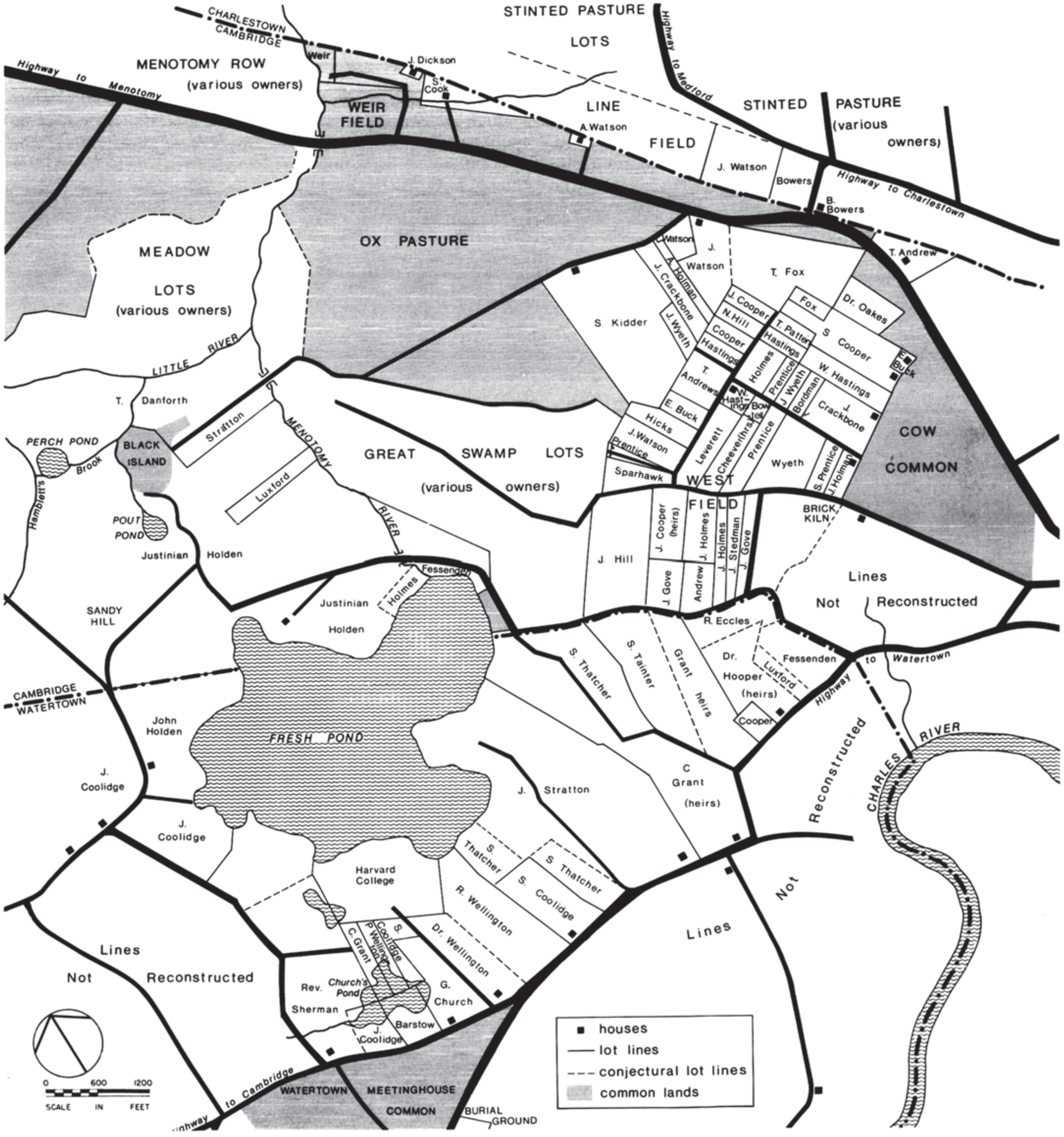
The fertile land on the Menotomy Plain also attracted Charlestown settlers, and in 1638 the area between Elm and Holland Streets and the Cambridge-Somerville line was laid out along the Newtowne-Charlestown boundary as the Line Field. A highway (today Beech Street) linked the Concord Road with the Charlestown Stinted Pasture. In addition, a special grant was made in 1638 to the Newtowne Ruling Elder, Edmund Frost, along the town line beside the brook to the Ware Field (the present area of Seven Pines and Cameron Avenues).

After 1638, there were still large tracts of common land along the Menotomy and Little Rivers. Though much of this was little more than swamp, the town made several grants during the mid-17th century. One hundred acres near Fresh Pond (now Cambridge Highlands) were allotted to Nathaniel Sparhawk and Gregory Stone in 1642-1643, and several other grants were made in the 1650s along the Little River near the Fresh Pond Meadows (now Acorn Park). Between 1659 and 1666, the Great Swamp itself was divided into individual lots along an access highway, now Garden and Field Streets.

Landscape of 1691

The landscape of Northwest Cambridge in the second half of the 17th century was charac-

12. Northwest Cambridge Land Ownership, 1691.


CHARLESTOWN
CAMBRIDGE
STINTED PASTURE LOTS
Highway to Medford
Highway to Menotomy
MENOTOMY ROW (various owners)
Weir
J. Dickson
S. Cook
WEIR FIELD
LINE FIELD
A. Watson
J. Watson
Bowers
B. Bowers
STINTED PASTURE (various owners)
Highway to Charlestown
MEADOW LOTS (various owners)
OX PASTURE
T. Andrew
C. Watson
J. Watson
T. Fox
A. Holman
J. Crackbone
J. Wyeth
S. Kidder
J. Cooper
N. Hill
Cooper
Hastings
Fox
Dr. Oakes
T. Patten
Hastings
S. Cooper
E. Buck
Holmes
Prentice
W. Hastings
T. Andrews
W. Hastings
Bowles
J. Wyeth
Bordman
J. Crackbone
E. Buck
Hicks
J. Watson
Prentice
Sparhawk
Leverett
Cheevers
Prentice
Wyeth
S. Prentice
J. Holman
COW COMMON
LITTLE RIVER
T. Danforth
PERCH POND
Hamblett's Brook
BLACK ISLAND
Stratton
Luxford
MENOTOMY RIVER
GREAT SWAMP LOTS (various owners)
WEST FIELD
J. Cooper (heirs)
J. Holmes
J. Holmes
J. Stedman
J. Gove
J. Hill
J. Gove
Andrew
BRICK KILN
POUT POND
Justinian
Holden
Fessenden
Holmes
Justinian
Holden
Lines Not Reconstructed
SANDY HILL
R. Eccles
S. Thatcher
S. Tainter
Grant heirs
Dr. Hooper (heirs)
Fessenden
Luxford
Cooper
to Watertown
Highway
CAMBRIDGE
WATERTOWN
John Holden
FRESH POND
J. Coolidge
J. Stratton
C. Grant (heirs)
Reconstructed
CHARLES RIVER
J. Coolidge
S. Thatcher
S. Thatcher
S. Coolidge
Harvard College
R. Wellington
Dr. Wellington
S. Coolidge
P. Wellington
C. Grant
Not
Lines
Lines Not Reconstructed
Rev. Sherman
Church's Pond
G. Church
Barstow
J. Coolidge
Highway to Cambridge
WATERTOWN MEETINGHOUSE COMMON
BURIAL GROUND
0 600 1200
SCALE IN FEET
houses
lot lines
conjectural lot lines
common lands

terized by the transformation of the collective open-field system into individual family farmsteads. The beginnings of this change in tenure can be found in the Watertown homestalls of the 1630s, and the trend is clearly evident in Cambridge and Charlestown by the 1650s. A generation of accumulated wealth, a stable population, and tenuous prosperity gave rise to a class of yeoman farmers who had the means to purchase and consolidate the fertile planting fields around Fresh Pond and the Menotomy Plain. The structure of this agrarian landscape is shown on the property map reconstructed for Northwest Cambridge in 1691 (Fig. 12), the earliest 17th century date possible from existing records. The map reveals a pattern of individual farmsteads within the fabric of the original open-field system, surrounded by common pasture. A dozen farms had been formed in the half-century since the initial planting divisions had been granted. These family farmsteads contained an estimated population in 1691 of about 65 people, not including servants or hired laborers.

The majority of the farmsteads were located near the Concord highway (Massachusetts Avenue) in Cambridge and Charlestown. Here most of the Menotomy Plain lots had been consolidated into two farms. In the 1650s Francis Moore owned thirty acres along present Rindge Avenue to Walden Square, which he passed on to his nephew, Samuel Kidder, in 1689, and husbandman John Watson had a ten acre farm in the 1660s along the Concord highway at present Pemberton Street. Across the highway in Charlestown, Benanuel Bowers had purchased, in the 1650s, 20 acres of the Line Field as his farm (Beech Street to White Street). Beyond the Watson and Kidder farms was the Ox Pasture, a reserve of common land that extended to the Menotomy River (Alewife Brook). Close by the pasture along the Cambridge-Charlestown line were three farmsteads. Phillip Cook's widow and son Samuel lived on the farm which her husband had acquired from the original Frost grant along with additional lots purchased in the Line Field between 1650 and 1665 (now Washburn Terrace). Adjacent to Cook's estate were two house lots (near present Locke Street and Matignon High School), granted by the Town in 1687 to Abraham Watson and John Dickson, both of whom were Cambridge yeomen who had planting land in the Charlestown Line Field.

Across the Menotomy River were the large estates of Justinian Holden and Lieutenant Governor Thomas Danforth. Both originated in mid-17th century Cambridge grants of the swamp and meadowland between Fresh Pond and the Little River. In the middle was Black Island (recently the site of the Eastern States fertilizer plant at Rindge Avenue Extension), a valuable grazing tract reserved as common land and reached by circuitous highways, one from the Ox Pasture (Rindge Avenue), and the other from the Holden farm by Fresh Pond (Smith Place). The Danforth farm was leased to Jonathan Sanders and John Whittemore, and extended three miles from the Menotomy River along Hassell's (Wellington) Brook to the farmhouse near Cambridge Rocks (now Belmont Center).

The Holden farm covered nearly 300 acres, including much of the Fresh Pond Meadow and the upland by Fresh Pond. The farm had originally been assembled by Deacon Nathaniel Sparhawk and was purchased in 1653 by Justinian Holden, a Watertown carpenter and yeoman. The inventory made at this time reveals a well-ordered dairy farm, whose implements included a cheese press, and where stocks of cattle grazed on the meadow and "Feeding Land". During Holden's tenure, the farm was further expanded. Two orchards were planted, and the swamp near Black Island was drained and ditched. Upon Holden's death in 1691, the farm was divided in the traditional manner, his widow and eldest son Samuel inheriting the "farm house, barn, orchard and land and meadow adjoining". Across the Watertown line on the western shore of Fresh Pond (Blanchard and Grove Streets) was the neighboring estate of John Coolidge. Between 1661-1673, Coolidge had assembled sixty acres from earlier homestalls, and upon his death in 1691, the farm, with its houses, barns, and orchards was divided between his sons Samuel and Jonathan.

The creation of large farmsteads in the Watertown section of Northwest Cambridge was frustrated by the sandy soils of the Fresh Pond moraine. One focus of residential development was the Watertown Common (the triangle between Mt. Auburn and Belmont Streets) with its Meeting House and Burying Ground (now the cemetery at Arlington Street). The homestalls of the Pond Fields, south of Fresh Pond, were bought by town elders and tradesmen, who built homes along the highway (Belmont Street) fronting the Common. Opposite the Burying Ground was Sherman's Pond (now the site of the John Corcoran Apartments) and the farm of the Watertown pastor, Rev. John Sherman. Nearby were the homes of Garret Church and Dr. Palsgrave Wellington, "practitioner of physick and chirurgery". By 1691, Church's house had been rented to an innkeeper, testimony to its prime location on a busy highway. Behind these estates, overlooking Fresh Pond, was Hayward's Pasture (Huron Avenue at the Golf Club House), which John Hayward willed to Harvard College in 1672.

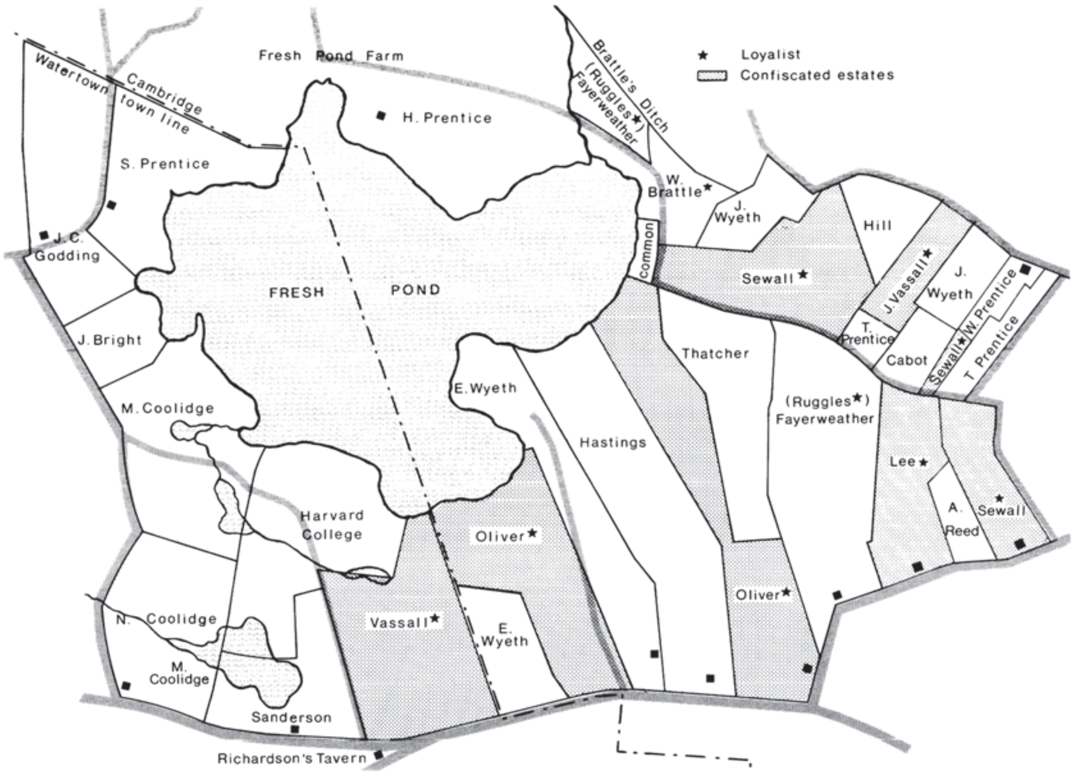
Half a century after they had been granted, the homestalls on the Watertown East Field (Reservoir Hill) revealed the effects of the poor soils. By the late 17th century all the farmsteads on the shady north slope between Huron Avenue and Vassal Lane had been abandoned, and the land consolidated into the more prosperous estates that lined the Watertown-Cambridge highway (now Brattle Street). Together, the farms of John Stratton, Samuel Thatcher, Christopher Grant, Dr. Richard Hooper, and Nicholas Fessenden formed a distinctive pattern of long diagonal lots reaching back over the hill towards Fresh Pond.

The Cambridge West Fields also suffered from poor soils, and the entire north slope remained much as it had been granted in the 1630s. Down the hill towards the Menotomy River the land became increasingly waterlogged; field lots turned to pasture, then to meadow, and finally to the Great Swamp. Prized by tanners like Walter Hastings for their "underwood", these swamp lots had become almost worthless by the late 17th century, generally willed to widows, daughters, younger sons and grandchildren, last on the chain of inheritance.

Cambridge Divisions, 1703 and 1724

The growing demand for additional farmland within Cambridge was recognized in the early 18th century, when the town proprietors granted field divisions in the remaining common land on Menotomy Plain (see Fig. 11). The first divisions were made in 1703, and included approximately half of the vast tract from the West Fields (Rindge Avenue) to the Cambridge Rocks (Arlington Heights and Belmont Hill). Within present Northwest Cambridge this included a sequence of thirty-eight numbered lots that encompassed half a square mile between the Great Swamp and the Charlestown line (between present St. Peter's Field and Matignon High School). The Ox Pasture was surveyed into four tiers of long lots aligned north and south, with access rangeways (now Rindge Avenue, Harvey and Cedar Streets). The Ware Field was likewise divided, east to west from the cartway (Churchill Avenue) to the Menotomy River.

The final common division was made in 1724 and included the former Cow or Lower Common (the area now below Linnaean Street) and nineteen lots in Watson's Plain between the Charlestown line and the old Ox Pasture (Somerville line to Cedar Street), as well as the remainder of the land on the south side of the Concord Highway in present-day Arlington. Sited along the Country Road (Massachusetts Avenue), these lots were valued by husbandmen and tradesmen alike for their fertile soil and prime location. Throughout the 17th century, the Menotomy highway had followed several tracks through the common pasture, but the division of 1724 effectively confirmed the road's width to be six rods (99 feet), a generous dimension, first stated in a survey of 1697 that today provides six lanes of traffic on Massachusetts Avenue. Where the highway swung tangent to the Charlestown line and connected with the Medford and Charlestown roads (Beech Street) the junction became a small village. As early as 1706 house lots had been granted to Jonathan Gove (at present Porter Road), and the town had reserved a gravel and clay pit near the highway at Watson's Pond (Russell Street) in 1724.



Watertown Cambridge town line
Fresh Pond Farm
H. Prentice
Brattle's Ditch
(Ruggles★) Fayerweather
★ Loyalist
▨ Confiscated estates
S. Prentice
J.C. Godding
W. Brattle★
J. Wyeth
Hill
common
Sewall★
J. Vassall★
J. Wyeth
W. Prentice
FRESH POND
J. Bright
T. Prentice
Cabot
Sewall★
T. Prentice
Thatcher
E. Wyeth
M. Coolidge
(Ruggles★) Fayerweather
Hastings
Lee★
A. Reed
★ Sewall
Harvard College
Oliver★
Oliver★
N. Coolidge
Vassall★
E. Wyeth
M. Coolidge
Sanderson
Richardson's Tavern

13. Fresh Pond Land Ownership, 1775-1776.

Landscape of the Revolution, 1775-1776

The outbreak of the Revolutionary War in 1775-1776 marked the maturity of the colonial agricultural landscape after nearly a century and a half of development. The conflict of the Revolution was expressed directly in Northwest Cambridge, for the area was home of both Patriot and Loyalist.

The tranquility of Fresh Pond on the eve of the Revolution belied the political turmoil around its shores. The pond was attractive to both yeoman and gentleman for the quality of its pasture and the beauty of its landscape (Fig. 13). For the farmer the upland around Fresh Pond provided simple agricultural rewards in grazing land for cattle. The majority of the homesteads had been built in the 17th century and expanded by succeeding generations. The oldest of the group was the Fresh Pond Farm of Henry Prentice at Pickerel Point (now site of the City Home on Concord Avenue). Prentice had purchased the eighty acre estate from Samuel Holden in 1729 and had added several pasture lots in the Fresh Pond Meadow around Black Island. The Prentice "messuage" (homestead) overlooking Fresh Pond was originally the Nathaniel Sparhawk house, built in the

1630s. As in Holden's time, much of the upland was rented out for grazing pasture.

Across the Watertown line was the farm of Elizabeth Prentice, now rented to tenants. Nearby, adjoining the farm of her kinsman, Samuel Prentice, was the Jonathan Coolidge Gooding farm, whose house and barn faced each other across the town road (Blanchard Road near Grove Street). The remainder of the Watertown shore was pasture land of Moses Coolidge, Josiah Bright, and Harvard College.

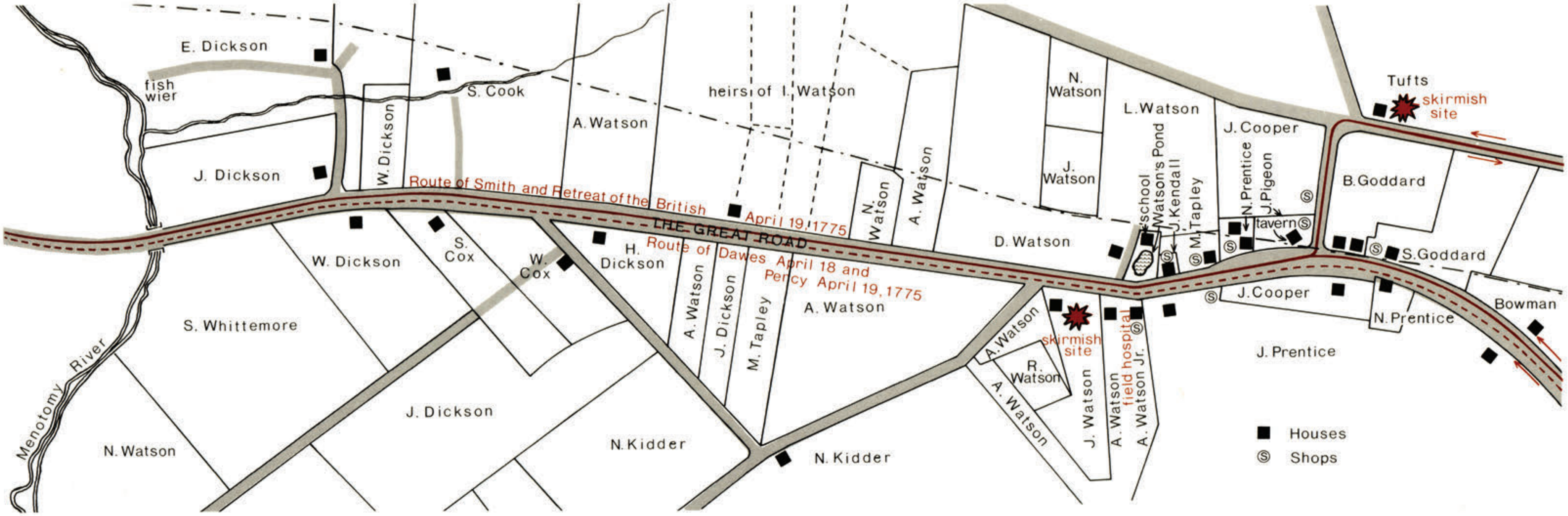
At the junction of the Watertown and Lincoln roads (Mt. Auburn and Belmont Streets) stood the Richardson tavern (see Fig. 262). The tavern had been the home of Dr. Palsgrave Wellington and had been moved to the edge of the Watertown Common in 1767. Here patriots hid cannon from British patrols in 1775 and Burgoyne's troops were quartered in 1777 after their defeat at Saratoga. Facing the Common were the Nathan Coolidge homestead and the farmlands of Isaac Sanderson and Moses Coolidge, whose cider mill stood near Church's Pond (now site of Corcoran Apartments).

The eastern shore of Fresh Pond was owned by Loyalists. Originally part of Watertown, the area was annexed to Cambridge in 1754. The shore was divided among several large estates assembled from homestall grants in the late 17th century. These extended in long parallel strips from the King's Highway (Brattle Street, Elmwood Avenue, Mt. Auburn Street) over the hill (Fresh Pond Moraine) to Fresh Pond. During the 1760s these large farms were acquired for the country estates by colonial officials whose Loyalist sympathies were tied to England and the King: John Vassall, Thomas Oliver, Joseph Lee, Jonathan Sewall, and William Brattle (see *Old Cambridge*, Fig. 5). Their fashionable mansions along the King's Highway provoked local townspeople to name the area "Tory Row". When war broke out in 1775, the Loyalist estates were appropriated by the provisional government. Interspersed among these estates were the farms of patriot yeomen Ebenezer Wyeth and Seth Hastings, subdivided from the extensive Stratton estate in 1738 and 1751. The only remnant of the original Watertown homestalls was the Thatcher farm on the back slope of the hill between the Ruggles and Oliver estates.

The outlet of Fresh Pond was the Menotomy River (Alewife Brook). Here were Holden's Bridge to the Fresh Pond Farm and Brattle's Ditch, dividing the Fresh Pond Meadow from the Great Swamp. Two highways (Vassal Lane and Garden Street) led back to Cambridge over the hill behind the Loyalists' estates. Near the hill crest was the Brickyard Lot (now Orrin and Tierney Streets) owned by Jonas Wyeth, whose father had bought the valuable clay land from brickmaker Amos Marrett in 1732. Beside the clay pits was the homestead of the widow of William Prentice, built in the 1760s. Prentice had died in 1771, leaving his house and barn to his widow and nephew, John Badger. Most of the farm land was quickly bought by Loyalists, but they were soon forced to abandon their estates and flee Cambridge when the Revolution began.

The heart of the Patriot landscape was Watson's Plain, originally the common land of

14. Watson's Plain Land Ownership, 1775-1776.


E. Dickson
fish wier
S. Cook
W. Dickson
A. Watson
heirs of I. Watson
N. Watson
J. Watson
L. Watson
J. Cooper
Tufts
skirmish site
J. Dickson
Route of Smith and Retreat of the British April 19, 1775
THE GREAT ROAD
Route of Dawes April 18 and Percy April 19, 1775
N. Watson
A. Watson
school
Watson's Pond
J. Kendall
M. Tapley
N. Prentice
J. Pigeon
tavern
B. Goddard
S. Goddard
D. Watson
W. Dickson
S. Cox
W. Cox
H. Dickson
A. Watson
J. Dickson
M. Tapley
A. Watson
J. Cooper
Bowman
N. Prentice
S. Whittemore
A. Watson
skirmish site
R. Watson
A. Watson
J. Watson
A. Watson
field hospital
A. Watson Jr.
J. Prentice
Menotomy River
J. Dickson
N. Kidder
N. Kidder
N. Watson
■ Houses
Ⓢ Shops

Menotomy Plain, which had been divided by the Cambridge proprietors in 1724. Across the Plain ran the Great Road, one hundred feet wide, the highway between Cambridge and Concord (now Massachusetts Avenue in North Cambridge). The Great Road was lined with prosperous farms and shops that had developed since the mid-18th century, and many were newly built when the war broke out (Fig. 14).

A small village had formed at the junction of the Great Road and the highways to Medford and Charlestown (Massachusetts Avenue at Beech and Elm Streets). Commercial activity centered on the sunny (north) side of the highway astride the Cambridge and Charlestown line. The focus was the Pigeon tavern at Cooper's Corner, originally the home of Jonathan Cooper, built about 1757 (now site of St. James Church; see Fig. 261). Behind the tavern on the Medford road (Beech Street) was the shoemaker shop of Nathaniel Goddard. In 1760 Cooper had sold choice lots along the Great Road between his tavern and Watson's Pond (Beech Street to Russell Street), and by the Revolution a string of shops had developed, serving the highway travelers: Nathaniel Prentice, saddler and chaisemaker; Mansfield Tapley, currier; and Jabez Kendall, wheelwright. Across the Medford road toward Cambridge were the wheelwright shops of Benjamin and Stephen Goddard, built on their grandfather's land, originally the Bowers farm (now site of Porter Square Shopping Center). Opposite the tavern, across the Great Road, was Cooper's house, originally built by Jonathan Gove in 1706. The rest of the land along the south side of the highway was owned by the Prentice family. To the west of the Cooper house was the home of Jonas Prentice, built about 1736 with a small shop (site of Walden Street and Massachusetts Avenue); and to the east was the house of Prentice's son Nathaniel, whose shop was across the road. The family homestead built by Stephen Prentice in 1706 stood at the foot of Gallow's Hill (Avon Hill at Upland Road and Massachusetts Avenue) and had been inherited by Jonas Prentice, Jr. (see Fig. 72).

Along the Great Road were the farms of the Watson family, who had grown prosperous on the fertile soils of Menotomy Plain. The family homestead was at Watson's Corner (Massachusetts and Rindge Avenues), built by John Watson in the 1660s and rebuilt by his son Jacob about 1710 (see Fig. 75). Next door were the houses of Abraham Watson, built about 1723, and his son Abraham, Jr., built about 1751 (see Figs. 77-78). Directly across the highway beside Watson's Pond was the house of the younger Abraham's brother, Daniel Watson, built about 1757 (see Figs. 79-80). By the pond were the schoolhouse (1769) and the town gravel pit. Half a mile above Watson's Pond on the Great Road (Massachusetts Avenue at Woodbridge Street) was the homestead of Isaac Watson, built in 1739, occupied by Isaac Watson's widow and her daughter's husband, Nathan Watson. Behind the farm on the town line was the site of the 17th century Abraham Watson house, which had burned in 1742.

West of Watson's Corner on the highway to the Menotomy River (Rindge Avenue) was the Nathaniel Kidder farm, comprising fifty acres that extended to the former Ox Pasture (Sherman Street to the Boston & Maine). The homestead (now site of 146 Rindge Avenue), including a mill, house and barn, had been built by Francis Moore in the 1650s and passed to Kidder from his father in 1739.

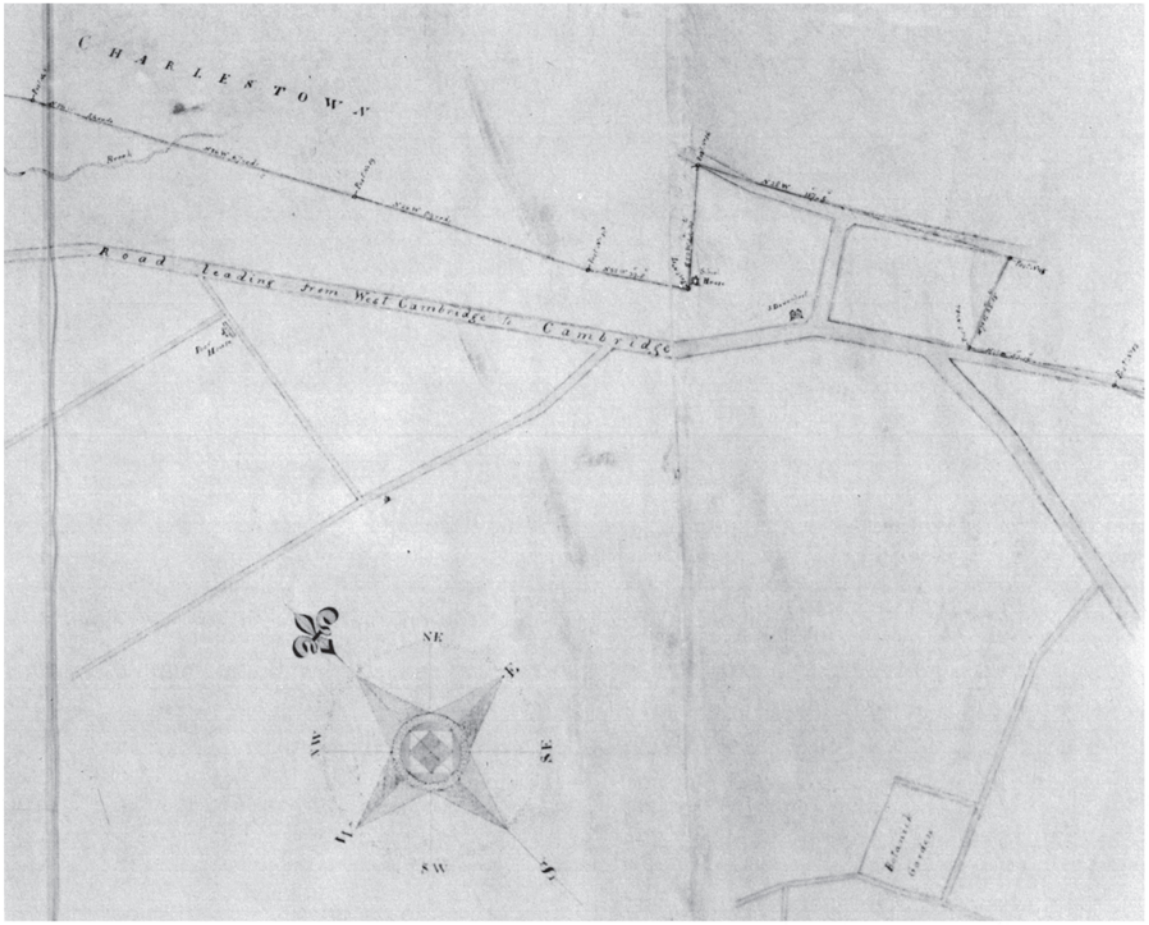
Where the Great Road bridged the Menotomy River (Massachusetts Avenue at Alewife Brook) there was another group of family farms. The oldest was the homestead of Samuel Cook, Jr., built by his grandfather before 1650 beside the brook near the Fish Weir (site of Washburn Terrace). Clustered around the cartway to the weir (Churchill Avenue) were the Dickson family farms, which had expanded from the original "home pasture" of John Dickson (site of Matignon High School) to include the common land divisions of 1703 and 1724. In the former Ware Field (vicinity of Matignon Road) was the homestead of Edward Dickson, built about 1740, whose pasture extended across the town line into Charlestown. Where the cartway turned from the Great Road (Churchill and Massachusetts Avenues) was the house of John Dickson, Jr., with his shop and cider mill. Across the highway was the farmstead of Walter Dickson (site of Cottage Park Avenue); and further down the road near the Watson farms was the homestead of Edward's son, Henry Dickson, built about 1770 (site of Alberta Terrace; see Fig. 82). Between these two Dickson farms was the Cox farm, acquired about 1740 from the Cook family by Matthew Cox, on which stood the houses of Cox's sons, Walter, beside the Ox Pasture rangeways (Cedar and Harvey Streets), and Samuel (near Edmunds Street). The rest of the former pasture was owned by various farmers in the area—the Watsons, Dicksons, and Kidders—and by Samuel Whittemore, whose farm lay across the river in Menotomy (Arlington).

At the start of the Revolution, Watson's Plain was the scene of historic bloodshed in Cambridge when the British army tested the strength of the provincial militia in Middlesex County on April 18 and 19, 1775 (see Fig. 14). After the showers cleared on Tuesday night, the 18th, William Dawes rode from Boston over the neck through Roxbury and Cambridge to warn the Sons of Liberty that the British would seize the military stores hidden at Concord. From the Meeting House in Harvard Square, Dawes rode out the Great Road towards Concord, passing the farms on Watson's Plain about midnight, meeting Paul Revere at Reverend Clark's house in Lexington. Both men were caught by British patrols before they reached Concord, but the alarm was sounded.

The British regulars were prepared to march from Boston in the early hours of Wednesday the 19th under the command of Lt. Col. Francis Smith. After ferrying across the Charles River, the expedition landed below the Phips farm at Lechmere's Point (East Cambridge), then marched along Willis Creek (Miller's River) in Charlestown until they reached the base of Prospect Hill (Union Square, Somerville). From here Smith led his men past the Tufts' farms on Kent's Lane (Elm Street) to the Concord turn at Cooper's Corner (Beech Street), where they marched through the village and up the Great Road (Massachusetts Avenue) in the small hours before daybreak. By the time the British force reached Lexington, the Minutemen were prepared and the countryside was aroused to battle.

British General Thomas Gage had calculated Smith's difficulty in Lexington, and had ordered a second expedition to Concord, led by Brigadier General Hugh Percy. The troops did not leave Boston until after daybreak. Marching over the land route to Cambridge via Roxbury, Percy was delayed when the planks of the Great Bridge (site of Larz Anderson Bridge) were found piled on the Charles River bank, the work of local patriots. Percy's force finally entered Cambridge town at mid-morning and proceeded up the Great Road past Watson's Plain, reaching Lexington at mid-afternoon. Here Percy's relief column met Smith's exhausted troops from Concord, and the two expeditions were regrouped for the long march back to Boston.

The British had little choice but to return along the Great Road, which was bristling with Minutemen, militia and farmers awaiting an opportunity to harass the "redcoats". When the British crossed the Menotomy River (Alewife Brook) in late afternoon, Percy decided to avoid certain ambush in Cambridge by taking the Charlestown road back to Boston at Cooper's Corner. Here several older men from Cambridge and Brookline had positioned themselves at Watson's Corner (Massachusetts and Rindge Avenues) just above the tavern. Percy's flankers caught the rebels by surprise as they crouched behind dry casks in the yard of the Jacob Watson house. They killed Major Isaac Gardner, John Hicks, Moses Richardson, and simple-minded William Marcy, who thought he had come to watch a parade. Minutemen also set an ambush at the Timothy Tufts house just past the Charlestown turn (Elm and Beech Streets). When the British column approached, the men opened fire, killing several troops in the yard. Percy then ordered his cannon into position, dispersing the farmers. At dusk the dead were carried to the Burying Ground in Harvard Square, and the wounded taken to Abraham Watson's house, where a guard was posted should the British return. They never did.



15. Tufts Map detail, 1813. *Davenport Tavern* (center), *Poor House* (left).

Federal Period, 1783-1833

Following the end of the Revolutionary War in 1783, Northwest Cambridge entered a half-century of gradual change. The agricultural landscape was brought under increasing pressure by the regeneration of Boston's economy as bridges over the Charles River and turnpikes across Cambridge linked the town firmly within the sphere of the growing metropolis. In Northwest Cambridge the highways became the focus of renewed activity as the produce of Middlesex County streamed through the area on its way to Boston's bustling wharves.

Men like Nathaniel Kidder began to erect new houses on their farms (see Fig. 84). Yet, good land was now scarce, and the traditional inheritance system was unable to provide sufficient acreage for farmers' sons. A new generation of commercial farmers emerged, typified by the sons of the Wyeth family, who assembled the land around the fringe of the Great Swamp. Most revealing of the changing character of Northwest Cambridge was the purchase by the town in 1786 of the Walter Cox farmstead (on what is now Harrington Road) to provide space for the Cambridge Poor House, which had outgrown its small quarters near Harvard Square. The four-acre farm was located just south of the Concord road on a corner of the former Ox Pasture, and the road to the farm became knows as Poor House Lane (Harvey Street; Fig. 15).

The opening of the West Boston Bridge

across the Charles River in 1793 (present site of the Longfellow Bridge) completely reoriented the relationship between Boston and Cambridge and the Middlesex County towns beyond. The immediate effect on Northwest Cambridge was to allow Bostonians easier access to the recreational pleasures of Fresh Pond. Understanding the opportunity, Jacob Wyeth built the Fresh Pond Hotel in 1796-1797 overlooking the picturesque shore (now Kingsley Park; see Fig. 263). Likewise, the Henry Prentice estate, Fresh Pond Farm, (now site of the City Home on Concord Avenue) was bought in 1798 by the first of a succession of wealthy Boston merchants as a country retreat.

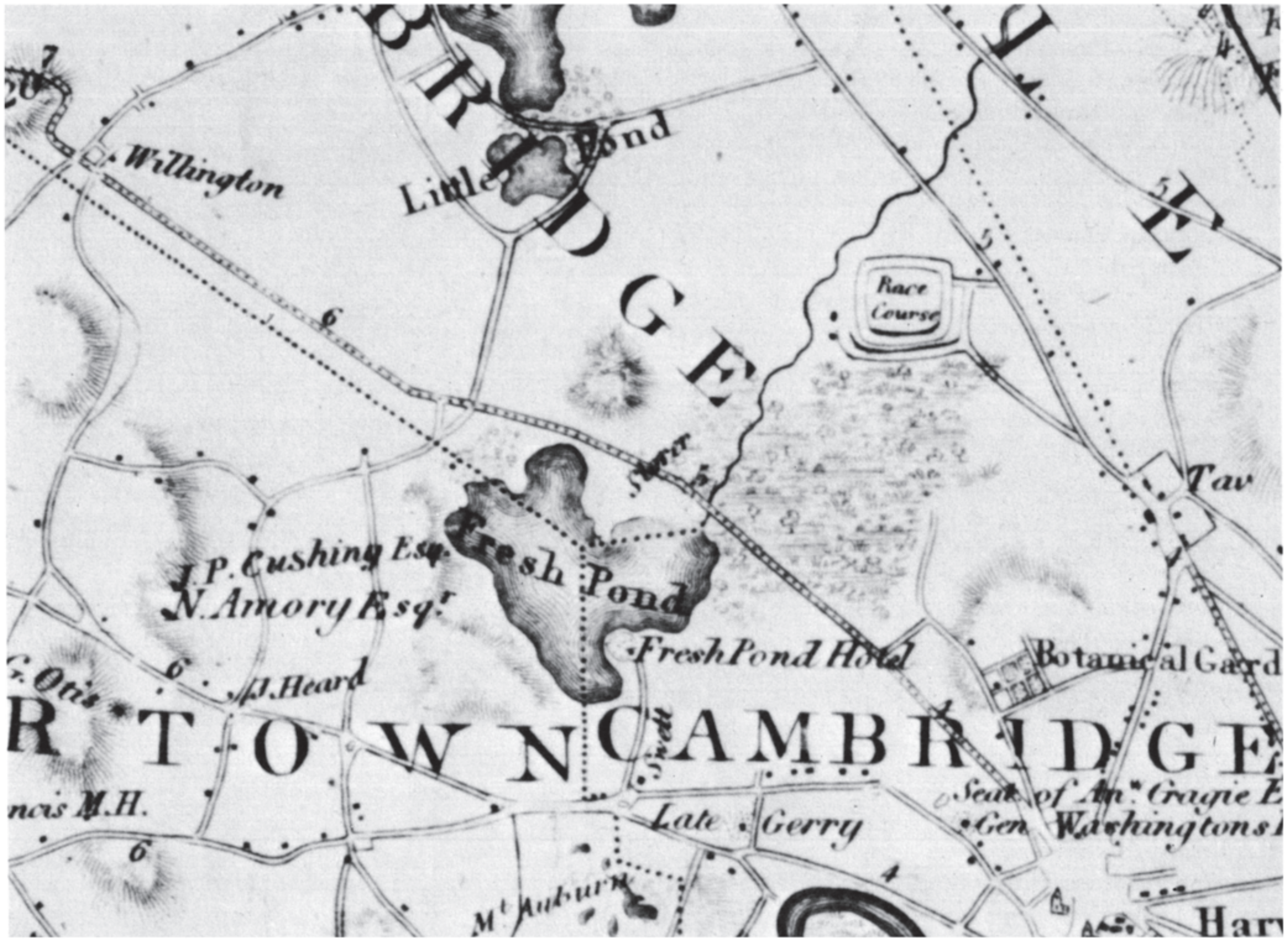
The West Boston Bridge also spurred the construction of toll highways, and a fan of turnpikes was surveyed from the bridgehead at Cambridge Port (Kendall Square) to interior towns (see Fig. 43). The Middlesex Turnpike (now Hampshire and Beacon Streets) was opened in 1805 and connected with the Concord Road at Union Square (Porter Square). This provided a direct route for western travelers to Boston, avoiding the circuitous road through Old Cambridge or around the Charlestown Neck. The turnpike also proved a boon to the blacksmiths and wheelwrights whose shops lined the Concord Road at the Medford turn-off (Beech Street). The old Cooper Tavern at the corner was refurbished and expanded by John Davenport in 1806 (see Fig. 261); and, where the turnpike cut across the Goddard and Morse estates (Somerville Avenue), the lots were soon occupied by the chaisemakers' shops of Benjamin Rand and William Hunnewell.

The Concord Turnpike, chartered in 1803, was surveyed from the West Boston Bridge straight over Dana Hill (Broadway) and across the Cambridge Common, over Observatory Hill behind the summer house of Andrew Craigie, across the Great Swamp and Alewife Brook, past Fresh Pond to the Menotomy Rocks (Belmont Hill), and on to Concord. A toll house was erected at the crossroads near the Richardson farm (Blanchard Road and Concord Avenue). However, for all its convenience the Concord Turnpike attracted relatively little activity, save the visitations of the Tudors, Bulfinches, and Storers at Fresh Pond Farm.

Landscape changes were also evident along the Watertown Road. In 1795 the Richardson Tavern (Mt. Auburn and Belmont Streets) was acquired by Jonathan Bird and suitably remodeled (see Fig. 262). This was also the main highway for Cambridge-bound cattle drovers, and a slaughterhouse was built behind Church's Pond (Corcoran Park) on the Sanderson estate after the turn of the century.

The rural prosperity of Middlesex County was severely shaken by the Jefferson Embargo of 1807 and the War of 1812, which stilled New England commerce. When the economy finally recovered in the 1820s, Northwest Cambridge was on the leading edge of the suburban wave that was to completely transform the agricultural landscape in the succeeding decades (Fig. 16).

16. Northwest Cambridge Area, Hales Map detail, c.1837. *Fresh Pond Hotel* (center), *Race Course* (top).



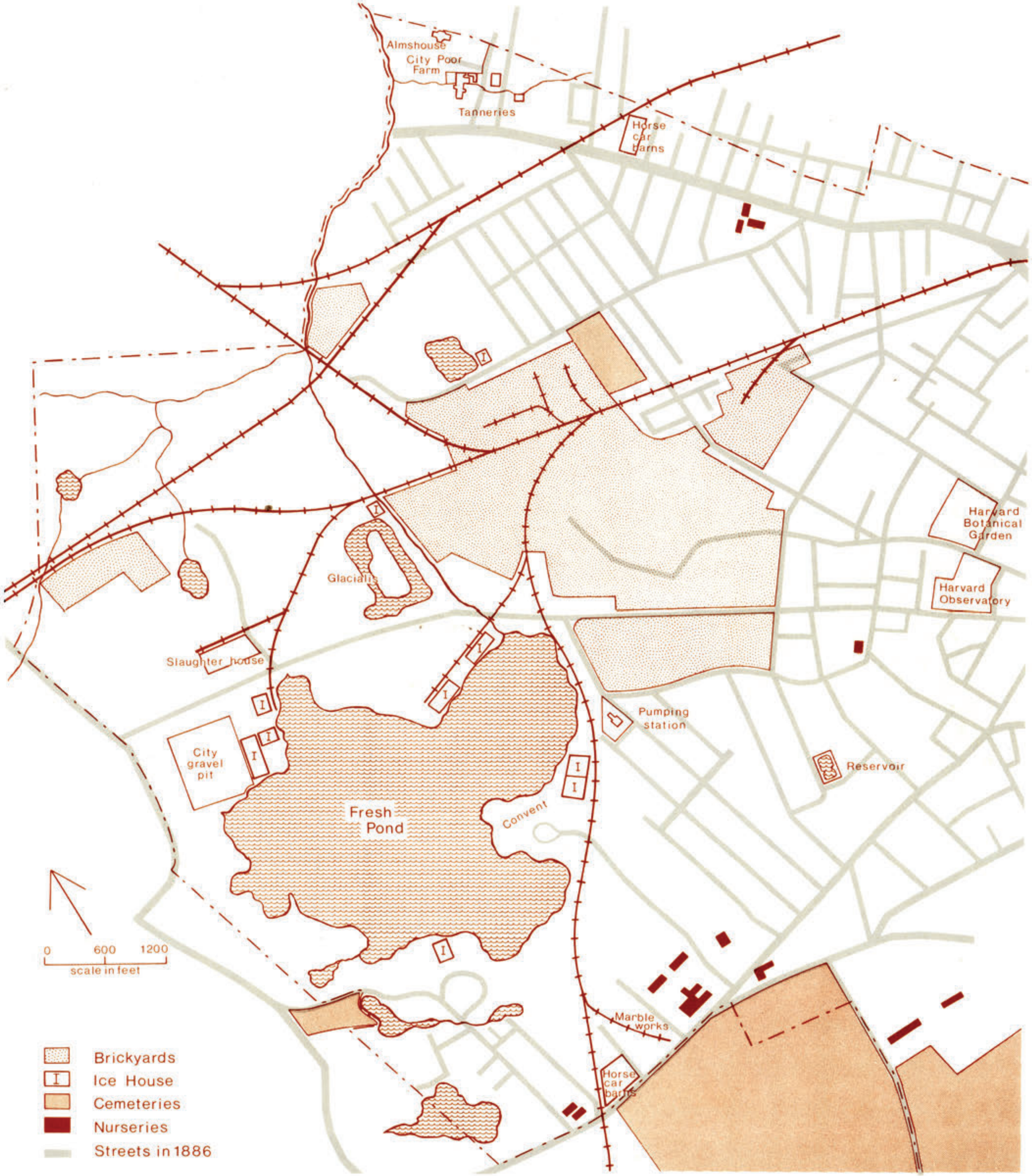
Urban Fringe Activities

17. Jerry's Pit,
Rindge Avenue, about 1945.
New England Brick Co. (background).

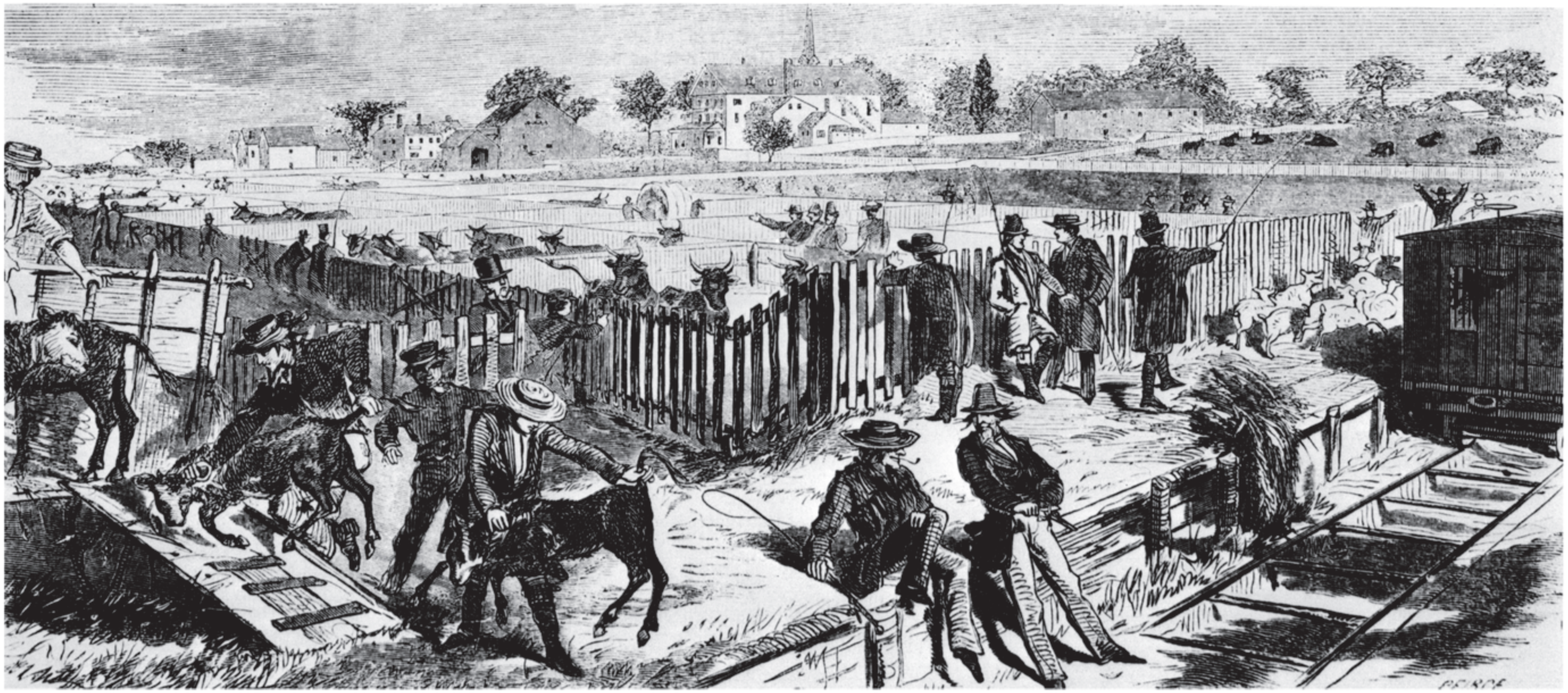
Landscape changes of the mid-19th century established the character of modern Northwest Cambridge. The propelling force was the transformation of Boston from a mercantile seaport to an industrial metropolis, extending a web of turnpikes and railroads into the hinterland of New England. This growth produced a need for inexpensive open land at the edge of the city for necessary but unpleasant activities. By the mid-19th century Northwest Cambridge was on the urban fringe of Boston, astride regional transport routes that tied the metropolis to the outside world. Here was vacant land where offensive odors, disturbing noises, cluttered shop yards and polluted water could be tolerated. Here were established ice houses and brickyards, slaughter houses and tanneries, railroad yards and streetcar barns, carriage factories and cemeteries, a race course and a reservoir, the alms house and an army camp. And around this urban fringe settled the rural immigrants—the Irish and Italians, the West Indians and French Canadians—who labored to create the industrial fabric.

Beginning in the 1830s, the highways across Northwest Cambridge—the Concord Road (Massachusetts Avenue), and the Watertown Road (Mt. Auburn Street)—provided the initial axes of urban fringe development. The opening of the railroad in the 1840s tied the area directly to Boston, and the tracks proved to be a magnet for urban fringe activity. Entrepreneurs were attracted by the convenience of natural resources—the water and clay and the inexpensive land around Alewife Brook, the Great Swamp and the Fresh Pond Meadows. By the 1880s a continuous belt of urban fringe activity was formed across Northwest Cambridge (Fig. 18). Stretching along the axis of Alewife Brook and the Fitchburg Railroad (Boston & Maine), the belt extended from the cemeteries around Mount Auburn, past the water works and the ice houses of Fresh Pond, to the claypits of the North Cambridge brickyards, and north to the Alms House along Tannery Brook.

Once established, the urban fringe belt became a permanent force in the landscape of Northwest Cambridge. By the 1950s the original noxious and offensive activities of the 19th century had disappeared. In their place were built superhighways, shopping centers, industrial plants, research parks, hospitals, housing projects, playgrounds, and a golf course. The legacy of the urban fringe in Northwest Cambridge can also be traced through the community of immigrant neighborhoods and the social boundaries established in the 19th century between the laborers and the suburbanites—the Irish and French Canadians near the railroads and brickyards, and the Blacks and Italians along Concord Avenue and Holworthy Street near the cemeteries and ice houses.


Almshouse
City Poor Farm
Tanneries
Horse car barns
Harvard Botanical Garden
Harvard Observatory
Glacialis
Slaughter house
Pumping station
City gravel pit
Reservoir
Fresh Pond
Convent
Marble works
Horse car barns
0
600
1200
scale in feet
Brickyards
Ice House
Cemeteries
Nurseries
Streets in 1886

18. Urban Fringe Activities of Northwest Cambridge, 1886. Classification after Conzen.



19. Cambridge Cattle Market from Walden Street, *Ballou's Pictorial*, 1859 Winslow Homer. Porter's Hotel and Unitarian Church (center). Site now Creighton and Regent Streets.

Cattle Yards, Tanneries, and Carriage Factories

The earliest urban fringe activities—carriage shops and cattle stockyards—evolved in Northwest Cambridge because of the area's position on the network of highways from the interior of Middlesex County to Boston. The Concord Highway (Massachusetts Avenue), the Medford-Charlestown Road (Beech Street), and the Middlesex Turnpike (Beacon and Hampshire Streets) all met at what is now Porter Square.

Cattle had long been driven to market in Boston and Brighton down the Concord Highway, and the junction of the regional highways in front of the Davenport Tavern led naturally to development of a cattle market in this area. Early in the 19th century the open land across from the Tavern (Porter Road) was used to sell and slaughter cattle for market. In 1830, Sylvester Edson bought these feed lots from Thomas Goddard, the Tavern's owner. In 1831 he built a slaughterhouse on this site, and erected a large hotel facing the highway opposite Beech Street (see Fig. 265). In 1833 Henry Potter built a second slaughterhouse at the rear of his land (Richdale and Walden Streets). Edson's hotel and slaughterhouse were purchased by Z. B. Porter of Brighton in 1837, who had been associated with the famous Brighton Cattle Market. Edson's hotel was renamed Porter's Cattle Market Hotel and soon replaced the Davenport Tavern as the center of community social life.

The opening of the Fitchburg Railroad in 1843 proved an immediate benefit to the cattle trade. Now stock from central Massachusetts, southern New Hampshire and Vermont could be shipped directly by railroad to Potter's slaughterhouse and the North Cambridge Cattle Market. Pens were set up along the railroad tracks behind Porter's Hotel (now Creighton and Regent Streets), and the prime cut of beef from the cattle market served at the hotel was called "Porterhouse Steak" (Fig. 19).

The North Cambridge Cattle Market was across the street from prosperous homes, and the stench of the slaughterhouse offended the expanding suburban community. Thus, when Porter died in 1868 the cattle market was closed despite its success, and the land was subdivided for house lots along Creighton and Regent Streets. The next year, Potter followed suit and closed his operations.

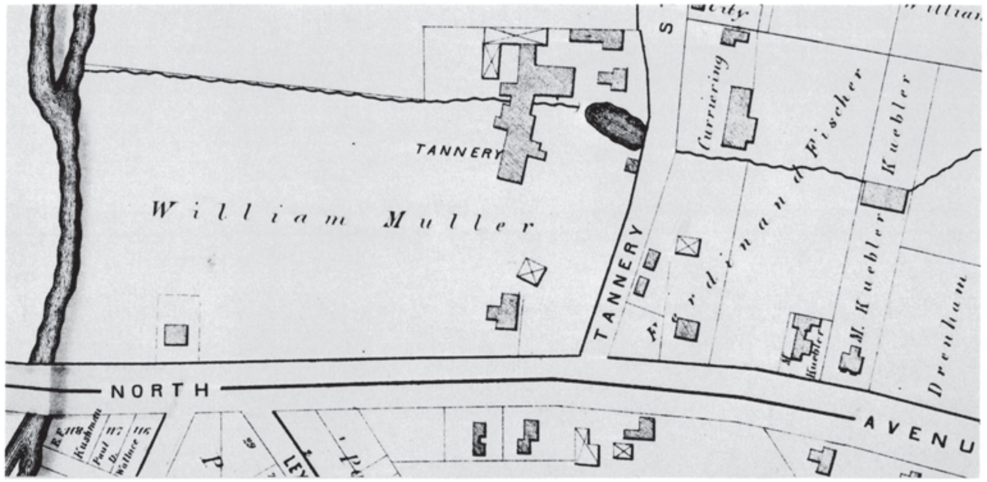
The rail and cattle formula was still viable in outlying West Cambridge along the Fitchburg main line in the Fresh Pond Meadows. In 1878 the Niles Slaughter House was opened on the ice house rail spur near the Concord Avenue ice houses. The Fresh Pond ice could thus be used for packing and refrigeration, while the cattle could be shipped in by railroad cars. The slaughterhouse continued in use as the Boston Packing & Provision Company until the First

World War. The site is now occupied by Sondik & Company on Smith Place. The 19th century traditions of the cattle trade in North Cambridge have continued to the present-day with the small slaughter house at 57 Clay Street.

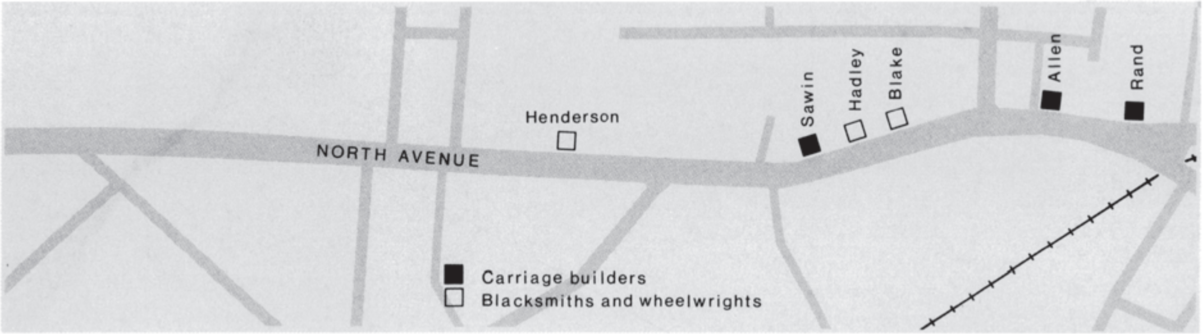
An outgrowth of the North Cambridge Cattle Market was a group of leather tanneries operated by German immigrants along the Dickson farm brook near the Alewife River fishweir. In 1845 Philip Hoffman purchased the Dickson farm and built a small tannery over the brook at the present intersection of Churchill and Muller Avenues. The Civil War proved to be a boon for the leather trade in Lynn and Boston, and the Hoffman tannery was expanded in 1864 by William Muller. The next year another tannery was built over the tannery brook (now site of Daniel Burns Housing) by Ferdinand Fischer, an employee of Muller; and a third tannery was opened further upstream by Michael Kuebler, in 1866. In addition, a bone factory was established by John Kurtz in 1865 behind the Richard Penny farm at the end of Harvey Street (now the site of Grace & Co.).

The City of Cambridge purchased the remaining portion of the Dickson estate in 1849 for the Poor Farm, which had outgrown its Riverside site (see *Cambridgeport*, Fig. 294). In 1851 a large Alms House was built on the hill at the Somerville line (see Fig. 251). By 1873 the old Dixon farm had been entirely transformed into a cluster of urban fringe activities. The grey stone Alms House overlooked a string of tanneries flushing their wastes into the old farm brook (Fig. 20). This complex stood relatively intact until the late 1920s, when suburban housing finally reached the end of Massachusetts Avenue.

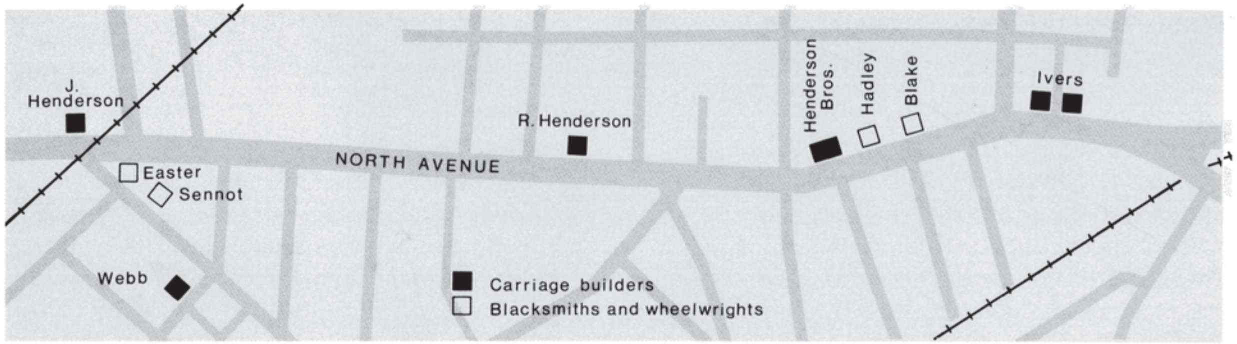
The mid-19th century also saw the expansion of the local carriage builders who had established themselves along the north side of the Country Highway (Massachusetts Avenue) from the Middlesex Turnpike to Watson's Pond (Fig. 21). Mechanization of carriage production began in the small shops in the 1840s; and, by the 1870s, several of these had evolved into true factories and moved further west on North Avenue (Fig. 22). The older chaise trimmers, wheelwrights, and blacksmiths, such as Benjamin Rand, Darius Blake, David Hadley, and Albert Sawin, maintained small-scale operations, while Robert Henderson and Walter Allen ventured into large-scale production.


TANNERY
William Muller
NORTH
AVENU
TANNERY
Ferdinand Fischer
Kuebler
M. Kuebler
Drenham

20. Tannery Brook Area, Hopkins Atlas detail, 1873.


Henderson
Sawin
Hadley
Blake
Allen
Rand
NORTH AVENUE
■ Carriage builders
☐ Blacksmiths and wheelwrights

21. North Cambridge Carriage Builders, 1849.


J. Henderson
Easter
Sennot
Webb
R. Henderson
NORTH AVENUE
Henderson Bros.
Hadley
Blake
Ivers
■ Carriage builders
☐ Blacksmiths and wheelwrights

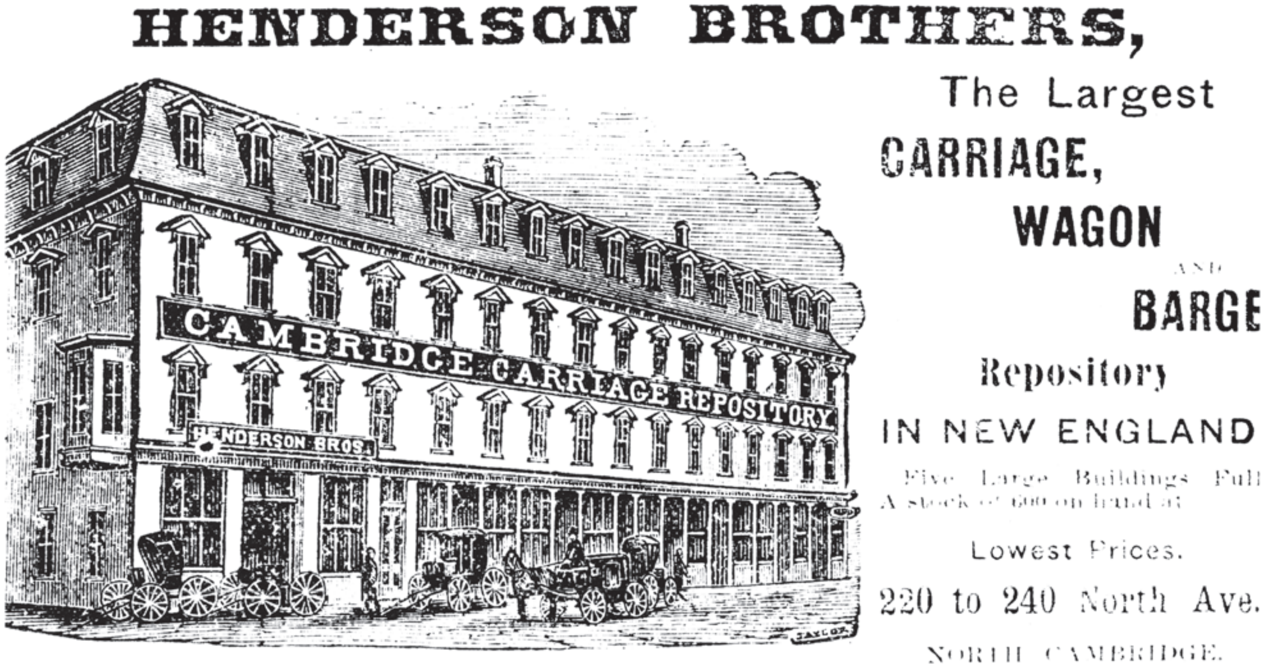
22. North Cambridge Carriage Builders, 1873.

The first to expand production was Walter Allen, who had worked in Davenport's shop opposite Porter's Hotel since the early 1840s. In 1848 he erected a sizable carriage shop on newly platted Allen Street, and, in 1851, formed a partnership with Edward Mulliken, creating the largest carriage business in North Cambridge before the Civil War. The Allen and Mulliken shops were rebuilt extensively in 1863 by Francis Ivers, who expanded the business across Allen Street after the war. Ivers continued in the carriage business, joined by his son in 1883, until the First World War. Fittingly, an automobile garage and showroom replaced the Ivers shops, now 1963-1973 Massachusetts Avenue.

Most renowned of all North Cambridge carriage builders was the Henderson family. Robert Henderson, a blacksmith, had moved to North Avenue in 1841 when he bought a portion of the Isaac Watson farm, where he opened a blacksmith shop. Henderson continued to work on this site throughout the 1850s, while suburban homes were put up around him. In 1862 he moved his operation down the Avenue to the former Sawin land near Watson's Pond and opened a small shop where he began to build carriages with his sons. In 1869 the Henderson family divided their enterprise, each member establishing his own factory along North Avenue. Robert Henderson moved back to his original shop, which was rebuilt as a small carriage factory, and passed it on to his son George in 1879. His brother, James Henderson, moved far up North Avenue to the Lexington & Arlington Railroad crossing at Cameron Avenue, where he built a modest factory in 1870. On the Sawin site, the remaining Henderson brothers, John and Robert, erected, in 1869, the largest industrial building in North Cambridge for use as a "carriage repository" (Fig. 23). Although this burned in 1892, a sizable brick factory was immediately built on the same site (see Fig. 317). This structure, at 2060-2080 Massachusetts Avenue, is now used as an auto showroom, an appropriate successor to the chaise trimmers' shops which had occupied the location since the Revolutionary period.

Post-Civil War prosperity encouraged still other carriage builders in North Cambridge. Among these were T. C. Webb, who moved to Cedar and Dudley Streets in 1870, and Robert Easter, a blacksmith, who built a modest carriage shop on Cedar Street in the early 1870s. The last carriage factory was opened in 1891 by John Fitzgerald at the western end of North Avenue at Alewife Brook. Since no North Cambridge carriage builders experimented with automobile production, all had closed their doors by the First World War, leaving their buildings along Massachusetts Avenue to a variety of small manufacturing companies.

23. Henderson Carriage Repository of 1869, *Cambridge Tribune*, 1887. Site now 2067-2089 Massachusetts Avenue.



HENDERSON BROTHERS,
The Largest
CARRIAGE,
WAGON
AND
BARGE
Repository
IN NEW ENGLAND
Five Large Buildings Full
A stock of 600 on hand at
Lowest Prices.
220 to 240 North Ave.
NORTH CAMBRIDGE.

The urban fringe is often defined by a succession of peripheral land uses, each reinforcing the next. In the summer of 1862, North Cambridge was chosen to be the site of an army camp for Civil War recruits. Officially named Camp Cameron after the Secretary of War (though locally called Camp Day), it occupied a fifty acre site which straddled the Cambridge-Somerville line and was easily accessible by North Avenue horsecar (see Fig. 55). Lines of barracks were set up along the tannery brook, and large numbers of men were quartered here. However, it was so crowded that it was easy for bounty-jumpers to desert, and the camp was soon abandoned for Fort Independence in Boston Harbor. After the war, a large portion of the camp was bought by the Union Railway horsecar company for speculative investment. The construction of the Lexington & Arlington Railroad across the property in 1870, and the location of the Henderson carriage factory nearby, limited its residential appeal; nevertheless, Cameron and Elmwood Avenues in Somerville were laid out with house lots in 1871-1872. In 1874 the Union Railway built its main car barn and stables between the railroad crossing and Frank Street (Shea Road), which it laid out for workers' tenements. The street Railway also platted the remaining land for house lots on Camp, Fair Oak and Seven Pines Avenues, names recalling the Civil War battles.

Fresh Pond Ice Business

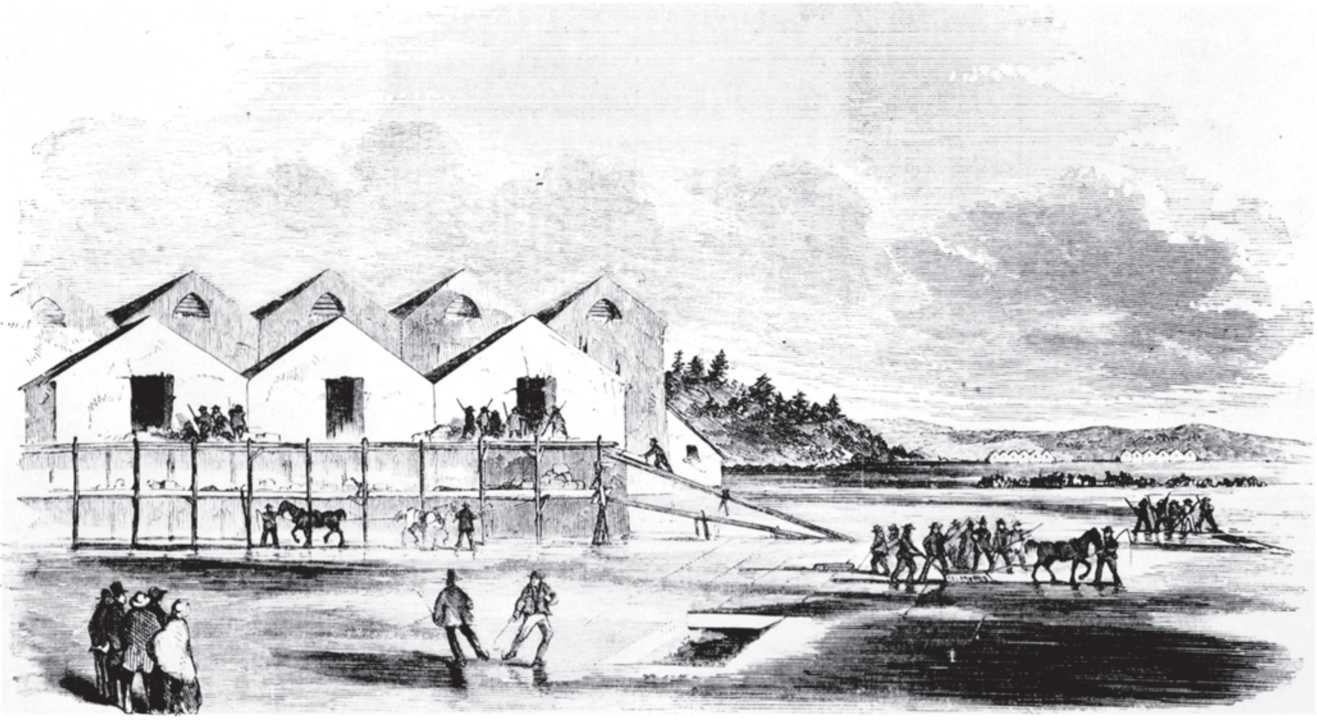
"Ice is a peculiar and troublesome article for transportation; its demands are peremptory, and if not instantly obeyed, it weeps itself away."

Eighth Annual Report (1844)
Charlestown Branch Rail-Road

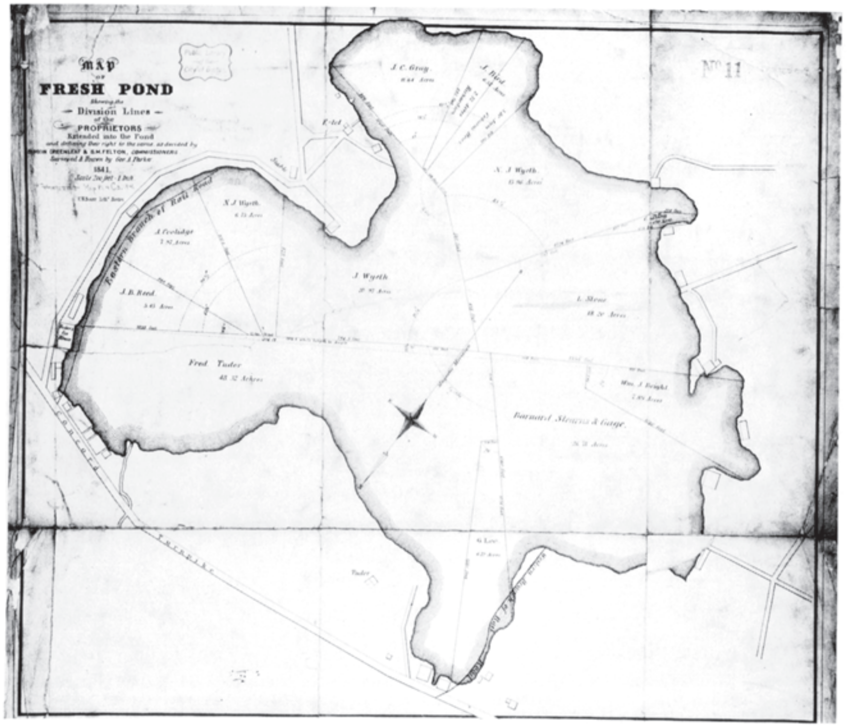
The urban fringe character of Northwest Cambridge was established by the Fresh Pond ice industry in the mid-19th century. If one walks along the Fresh Pond shore today it is difficult to grasp the effect of its frozen water upon the present land use patterns in Northwest Cambridge; yet, the profit in the ice harvest attracted the railroad, and the railroad then became the focus for industrial development of the area. Remarkably, the process of preserving the thick ice was accomplished without the aid of mechanical refrigeration, merely by packing it in sawdust. From Fresh Pond the ice blocks were transported by railroad to the export wharves in Charlestown, whence it was shipped to South America, Europe, and India (Fig. 24).

The ice industry was the brainchild of Frederic Tudor (1783-1864), the son of a Boston merchant. Tudor had experimented with cutting blocks of ice from a family pond in Lynn and shipping them to the Caribbean as ballast in 1805. For over a decade, his idea of transporting spring ice from the glacial ponds of the Boston area was regarded as near folly, but by 1820 he had succeeded in generating a modest demand for his unique product in Caribbean island plantations and Southern port hotels for use in desserts and drinks, and for the refrigeration of meats and vegetables.

Tudor was familiar with the Fresh Pond Farm through his Beacon Hill associations, and its convenience to the Charlestown wharves made the Farm an excellent location for cutting ice. Originally, ice cut from Fresh Pond Farm was stored in a deep earthen vault on Black Island until it could be shipped to Charlestown export wharves over the Concord Turnpike (Concord Avenue).



24. Ice Cutting at Fresh Pond, *Ballou's Pictorial*, 1855.
Hittinger ice houses,
Strawberry Hill.
Site now Glacken Playground.

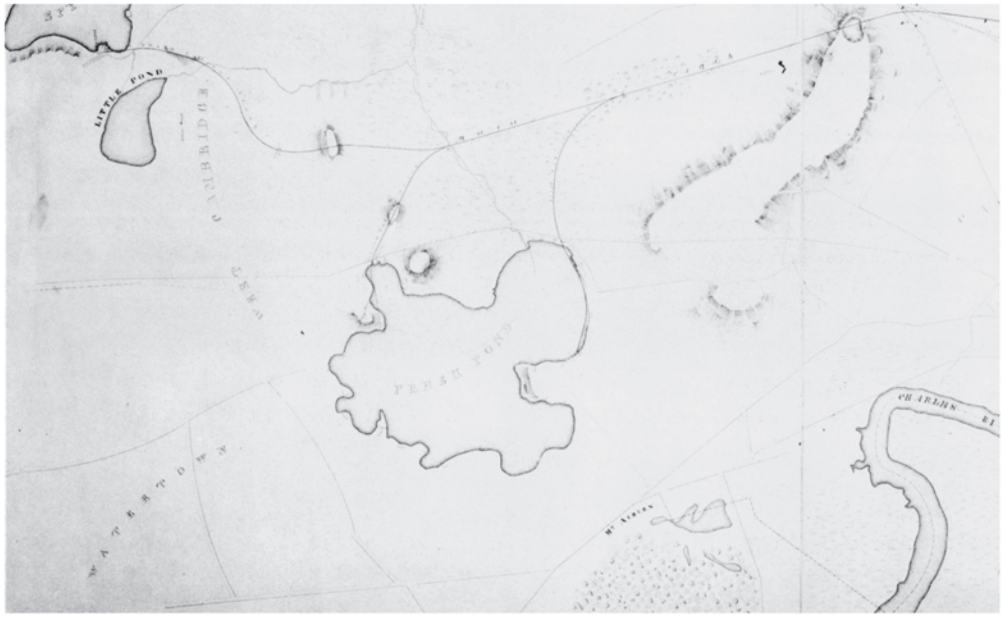


25. Fresh Pond Ice Privileges, Parker Map, 1841.

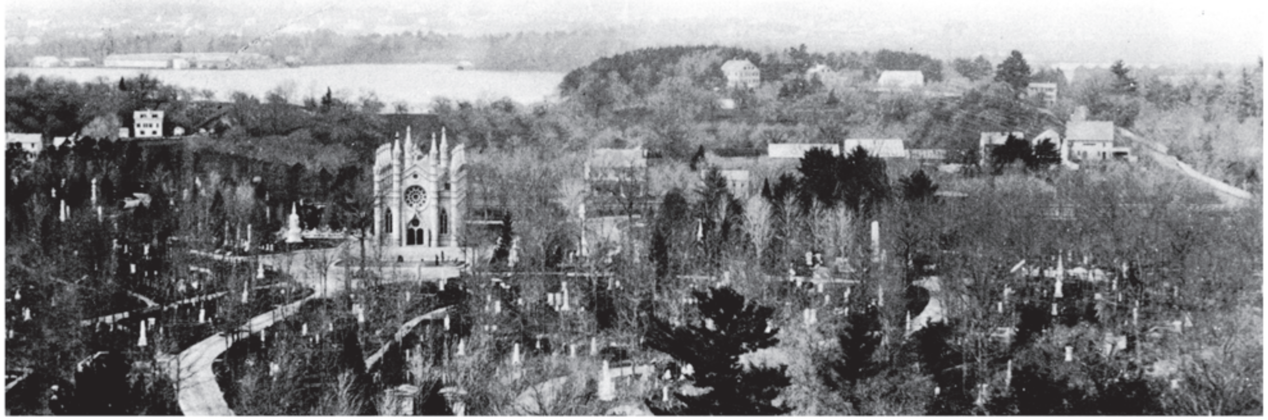
In 1824 Tudor hired Nathaniel J. Wyeth, owner of the Fresh Pond Hotel, to be his business manager. Wyeth expanded the modest ice business into a true industry, using mass production techniques of his own invention. He solved the problems of rapid harvest and melting in storage by devising a horse-drawn ice cutter in 1824, which sawed uniform blocks for more efficient storage. In 1834 Wyeth developed a double-walled ice house, insulated with sawdust, which could be built completely above ground. This permitted expandable bulk storage and gave further impetus to the developing ice business. Tudor's success spurred others along the Watertown and Cambridge shore, and by the late 1830s a score of ice houses ringed Fresh Pond. In 1841 conflicts over the ice harvest resulted in a survey of Fresh Pond; the entire surface was sectioned into pie-shaped quadrants projected from each owner's shoreline (Fig. 25).

The Fresh Pond survey also prompted Tudor and Wyeth to construct a railroad linking the ice houses directly to the export wharves in Charlestown five miles away. Consequently, a survey was made in 1841 extending the Charlestown Branch Railroad from its junction with the Boston & Lowell at Miller's River to Fresh and Spy Ponds in West Cambridge (Fig. 26). In Cambridge the railroad was bridged at Hampshire Street and North (Massachusetts) Avenue at the insistence of local cattle drovers and carriage builders. From Porter's Hotel the tracks turned west behind Potter's slaughterhouse and the Kidder-Sargent farm, then across Alewife Brook to the ice houses at Fresh Pond. Thus, the Charlestown Branch established the present route of the Boston & Maine Railroad through Northwest Cambridge.

The "Ice Railroad" to Fresh Pond was opened in the Spring of 1842 with a depot at Concord Avenue. Three spurs or "laterals" were built: one to Tudor's ice houses, the second to Wyeth's, and the third to Black Nook, below the Tudor estate, where Addison Gage of Charlestown had established a complex of ice houses. During the summer of 1842 Gage shipped the first harvest of Fresh Pond ice over the railroad to the Charlestown wharves and on to England, thus opening the European market. In 1847, he joined forces with Jacob Hittinger, an aspiring Watertown merchant, and by 1865 Hittinger had bought up all the smaller ice houses along the Fresh Pond shore, including those of Wyeth's successors, Russell & Harrington.



26. Charlestown Branch Rail Road Survey, Northwest Cambridge area, Felton Map detail, 1841.



27. Fresh Pond from Mount Auburn, about 1880. Bigelow Chapel (left center), Fresh Pond Hotel (right), Hittinger ice houses (left).

The opening of the Ice Railroad had a less immediate effect on Tudor who, rather than extend his land holdings around the pond, simply expanded and rebuilt his existing ice houses. To increase his ice harvests, Tudor dredged his meadow land across Concord Avenue in the early 1860s and created an artificial ice pond, known as the Glacialis. This pond covered a sizable area between Alewife Brook, Concord Avenue, and the railroad, and had its own ice house. Even after the demise of the ice industry, the Glacialis continued to serve as a local skating pond until it was finally filled in for commercial development as Fawcett, Moulton, and Wheeler Streets in 1928.

By the Civil War, the Fresh Pond ice harvest was divided between the Tudor Ice Company on the Concord Avenue shore and Jacob Hittinger on the Belmont and Cambridge shores. The total tonnage of ice harvested at Fresh Pond during the mid-19th century reflected the technological advances in cutting, storage and shipment. Fresh Pond produced three times the ice of its most productive rival in the Boston area and equaled the annual harvest on the Hudson or Kennebec Rivers. In 1832 some 4,000 tons of ice were shipped by wagon to the Charlestown docks; following the building of the railroad and the introduction of steam-driven cutters, tonnage reached impressive totals: 89,000 tons in 1849 and 95,000 tons in the peak year of 1864.

The final expansion of the ice industry occurred in the late 1870s. Increasing competition from more productive rivers in Maine and the economic success of mechanical refrigeration in the South were coupled with growing pressure by the Cambridge Water Works to control the purity of its Fresh Pond water supply. In 1880, Cambridge annexed the entire Belmont shore owned by Hittinger, and by the late 1880s the City had dismantled most of the ice houses (Fig. 27). Landscaping for Kingsley Park in 1892-1894 ended the ice harvests on Fresh Pond.

The Cambridge Water System

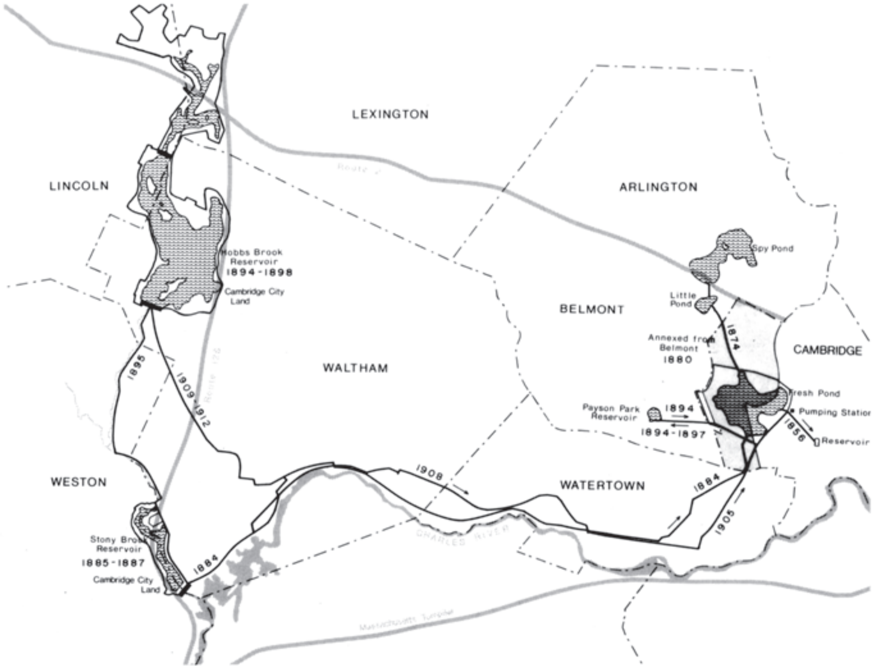
The demand for large quantities of pure water to supply Cambridge in its transformation from suburb to city in the 19th century is linked to the redefinition of the city's western boundary and the consequent reshaping of Northwest Cambridge. From the colonial period through the early 19th century, Cambridge had no coordinated water system. The town was supplied through private wells which tapped natural springs, as in Brattle Square, or ground water beneath the sandy alluvium which underlay most of Cambridge. Today only a few of these wells still function, such as the mid-19th century hand pump behind 21 Donnell Street in Northwest Cambridge (Fig. 28).

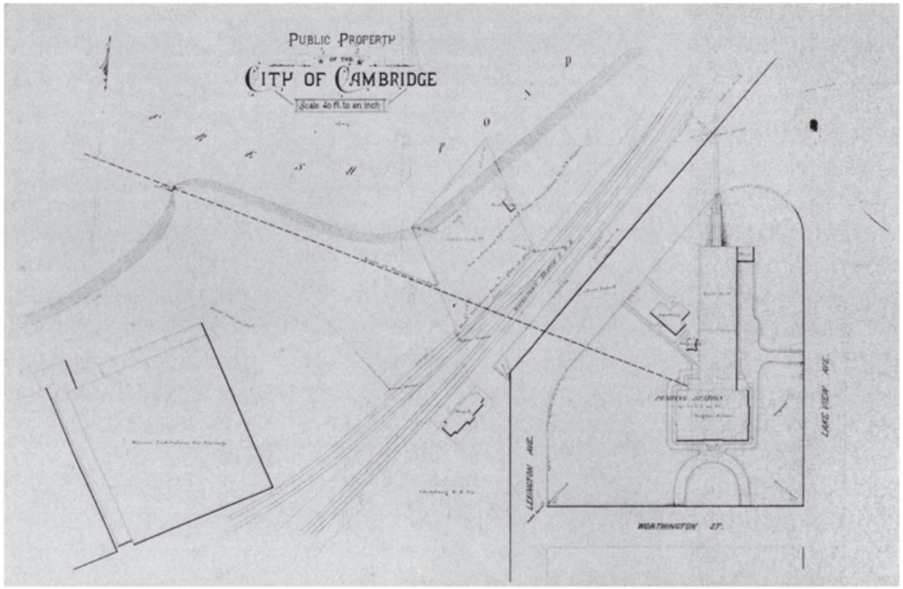
By the mid-1830s the commercial growth of Cambridgeport and the constant danger of fire had overtaxed the supply of ground water and prompted investigation into sources of water outside Cambridge. The natural spring on the top of Prospect Hill (now in Somerville) was purchased in 1837 by a private group, the Cambridge Aqueduct Company, which laid a log pipe down the hill and along Webster Avenue to a reservoir in present Kendall Square. The Prospect Hill spring proved adequate for the next fifteen years, but by the early 1850s suburban growth around Old Cambridge led to a renewed search for large quantities of potable water. In 1852 Estes Howe, Gardiner Hubbard and Moses Rice (also sponsors of the gas works and the horse railway system) formed the Cambridge Water Works, a private company, to tap Fresh Pond. A steam pump was built on the Fresh Pond shore near Wyeth's ice houses in 1856, and the water was driven uphill through iron pipes to a reservoir on the Fayerweather estate. From Reservoir Hill the water flowed by gravity down to Old Cambridge (Fig. 29).

During the Civil War the two water companies were united into a single municipal system. In 1861 the Water Works purchased the Aqueduct Company, and in 1865-1866 the City

28. Hand Pump,
21 Donnell Street.

29. Cambridge Water Supply System, 1855-1901.





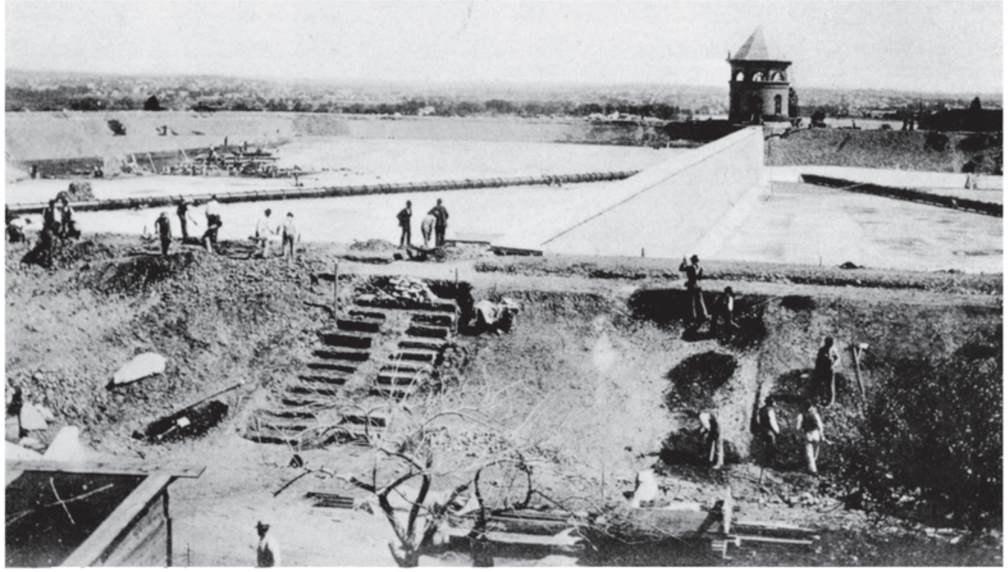
30. Fresh Pond Pumping Station, Engineering Plan, 1879. Site now 275 Fresh Pond Parkway.

bought the Water Works. A survey made by the City Engineer in 1864 to assess the extent of the existing water system shows that Cambridge was laced with a grid of water lines and a well-distributed network of fire hydrants. In North Cambridge, the water mains served both the middle class suburbs lining North Avenue and the laborers' district around the brickyards, providing the potential for interior plumbing for even the poorest household.

The post-Civil War prosperity pointed out the inadequacies of the Fresh Pond water supply, which was limited in quantity and subject to pollution from the ice houses and farms along the shore, particularly on the Belmont side. As part of an expansion program a new pumping station was built in 1872 (Fig. 30). In 1875 the City also put into effect an earlier plan to tap the surrounding ice ponds by means of a conduit linking Little and Spy Ponds in Belmont and Arlington with Fresh Pond at Black Nook. Unfortunately, ever-present sewage from the ice industry and other businesses quickly contaminated this new source, and the line was rarely used after 1878. As a short-term measure to control water purity on Fresh Pond, the City annexed the Belmont shore in 1880 after five years of repeated efforts (see Fig. 4). This brought the ice businesses under regulation while a thorough search could be made for more reliable supplies of water in rural areas beyond the limits of sububan expansion.

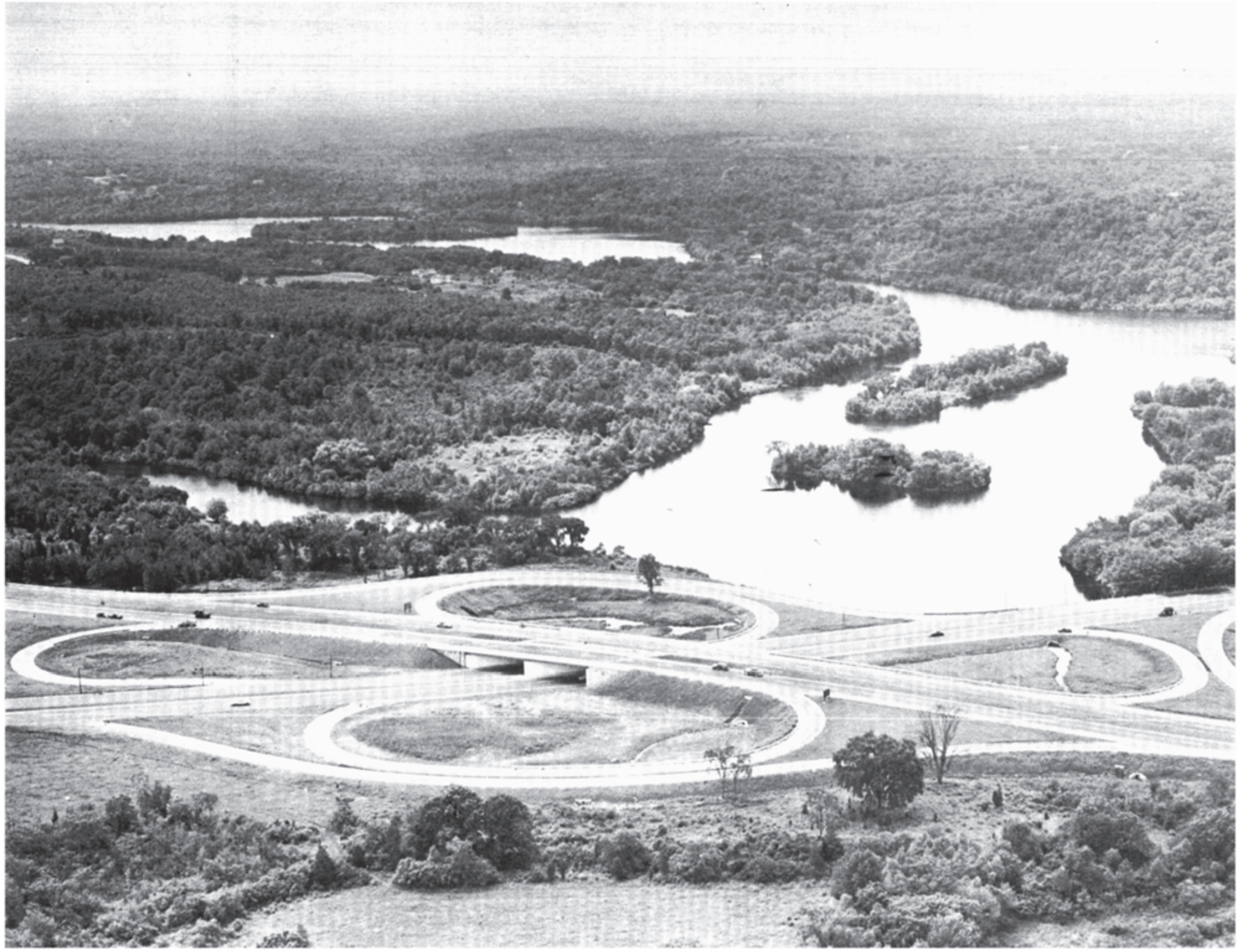
The first choice was to bring the water from the Shawsheen River in Andover to Cambridge through the abandoned Middlesex Canal. However, local opposition and pressure from Boston during 1881-1883 frustrated these plans. The City next explored the small stream valleys just west of the Charles River about seven miles from Cambridge. Two valleys were surveyed as storage reservoirs during 1883-1884: Stony Brook in Waltham and Weston, and Hobbs Brook in Lincoln and Waltham. During 1885-1887 a dam was built at Stony Brook and a conduit laid along the Charles River through Waltham and Watertown to Fresh Pond (Fig. 29).

Even after the completion of the Stony Brook Reservoir, the water supply seemed inadequate for an expanding population, so during the mid-1890s the City implemented a second program of reservoir construction. In 1894 the entire Fresh Pond shore was cleared of ice houses, and most of the existing dwellings were moved to Strawberry Hill or Concord Avenue. At the same time, the City purchased the farms along Hobbs Brook for a larger reservoir and bought the Payson Park highlands in Belmont, immediately west of Fresh Pond, for a new storage reservoir. The site was the suburban estate of J. P. Cushing, "Belmont", noted by Andrew Jackson Downing in *The Architecture of Country Houses* for its landscape design, and



31. Construction of Payson Park Reservoir, Belmont, 1896.

32. Cambridge Reservoir (Hobbs Brook) at Routes 2 and 128, aerial photo, 1951.



source of the town's name (Fig. 31). Both Hobbs Brook and Payson Park were connected to the existing system in 1897.

Water now flowed some ten miles from Hobbs and Stony Brooks through a large conduit to Fresh Pond, whence it was pumped to the Payson Park reservoir for storage and pressure stability. As a protective measure against sudden demand or drought, Cambridge was linked in 1904 to the Metropolitan District Commission water system and fully joined to the M.D.C. in 1950. In 1915 construction of a modern filtration plant and pumping system was begun in Kingsley Park, on the site of Wyeth's brick ice house, and was completed in 1922 (see Fig. 257).

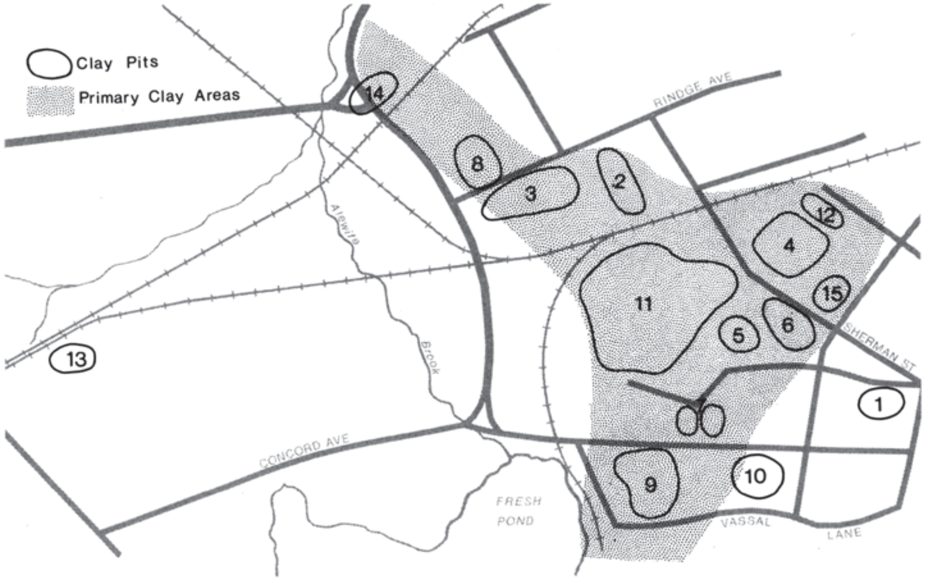
The water system developed during the second half of the 19th century has proved adequate for present-day needs. However, because of suburban expansion after World War II and the opening of Route 128 in 1951, the Cambridge Reservoir is now experiencing the same kinds of urban demands which threatened Fresh Pond one hundred years ago (Fig. 32).

Claypits and Brickyards

> "Cambridge has achieved an enviable reputation for many thriving industries, and among the number that of manufacturing the best brick deserves a word of special mention. The business is all concentrated in one section, a part of Ward 5, North Cambridge. The process of brick-making is an interesting sight. The clay, after being dug out of a large pit by a steam shovel, instead of by hand as in former days, is thrown into a truck, which is hauled over a track by steam-power, the contents being dumped into the pugging-mills, and it is then forced into a revolving screen, which separates the stones from the clay. The next step is putting it into the brick machine, where the clay is pressed into moulds, and comes out properly shaped at the rate of ninety bricks per minute. The bricks are then placed by hand upon other trucks, several rows deep, and rolled back upon a track into a huge drier, where they remain about twenty-four hours, under a temperature of from 180 to 200 degrees Fahrenheit. When properly dried, the bricks are hauled over a track on the same trucks to the kilns, where they are taken off and piled up forty bricks high in arches containing twenty-nine thousand each. It takes from seven to ten days of constant burning to give them the required standard color and hardness. They are then ready for the market."
>
> George Howland Cox
> *The Cambridge of Eighteen Hundred and Ninety-Six*

The brickyards were the heart of the urban fringe belt of Northwest Cambridge, and they left a legacy that still affects the area today (Fig. 33). In some ways the brick industry in Northwest Cambridge can be compared to the mining frontier of the American West. The raw resource in this case was the glacial clay that underlay the Great Swamp near Alewife Brook. The clay had been used to make bricks in the colonial period, but it was the need for manufactured brick in the rapidly growing cities of mid-19th century New England that prompted commercial

1. BRICKYARD LOT: 18th century
   Sands & Cofran: 1845-1852
   Sands: 1852-1866
2. TORREY LOT: N. J. Wyeth
   Hubbell & Abbott: 1844-1849
   Hubbell: 1849-1863
   Bay State Brick: 1864-1900
   New England Brick: 1900-1950
3. Wyeth — Hubbell & Abbott: 1844-1849
   Hubbell: 1849-1863
   Bay State Brick: 1864-1900
   New England Brick: 1900-1955
4. Sargent — Dana & Parker: 1845-1867
   Neagle & McCrehan: 1867-1873
   Wyatt & Sons: 1873-1881
   De Rosay: 1883-1912
   Hews Pottery: 1912-1970
5. Creely: 1845-1879
   Foster: 1879-1903
6. Ward: 1845-1852
   Murdock: 1852-1863
   Sands: 1863-1900
7. Cofran & Blake: 1863-1868
   Bay State Brick: 1868-1895
8. JERRY'S PIT, Hubbell: 1860-1863
   Bay State Brick: 1864-1900
9. Cofran: 1868-1900
10. Turner: 1870-1877
11. Wyeth-Hubbell: 1847-1863
    Bay State Brick: 1864-1900
    New England Brick: 1900-1952
12. New England Brick: 1870-1878
    Parry Brothers: 1878-1895
13. Cambridge Brick: 1874-1884
    Parry Brothers: 1884-1900
14. Yates: 1884-1893
15. Hews Pottery: 1912-1964



33. Clayland and Brickyards of Northwest Cambridge, 18th-20th centuries.

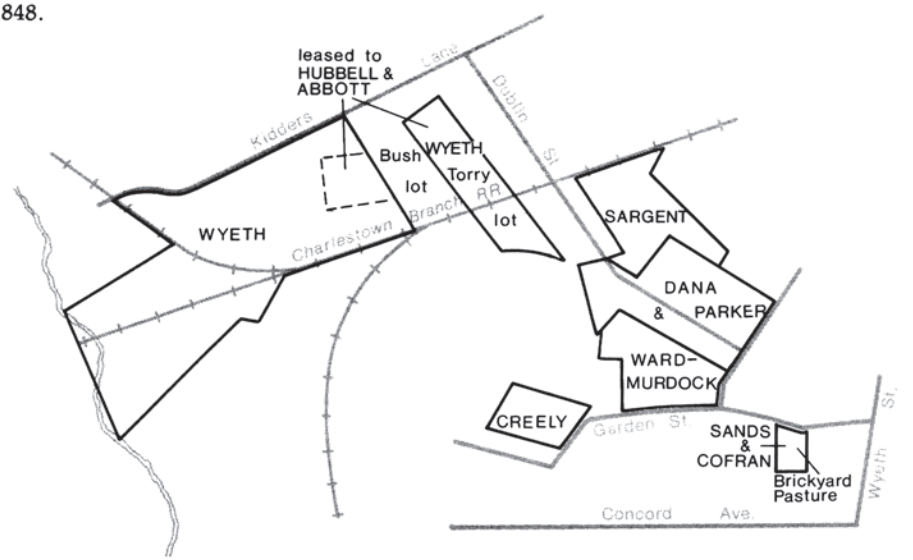
development of the clay lands. What had been a vacant wasteland of meadow grass, bramble thicket, and swamp willow was totally transformed in a few decades into an industrial complex of brickyards, drying kilns, and claypits extending from Vassal Lane and Walden Street to Rindge Avenue and Alewife Brook. The transformation involved local farmers who sold and leased their clay land to experienced brickmakers who, in turn, hired immigrant Irish and, later, French Canadian laborers to extract the clay from the pits. Initially, the brickyards resembled temporary camps, but once the full extent of the clay beds was recognized, permanent structures were established that solidified the industrial character of the urban fringe belt across Northwest Cambridge. When the clay was finally exhausted in the mid-20th century the abandoned brickworks and flooded clay pits were replaced by a new generation of urban fringe activities: chemical plants, refuse dumps, housing projects, and athletic fields.

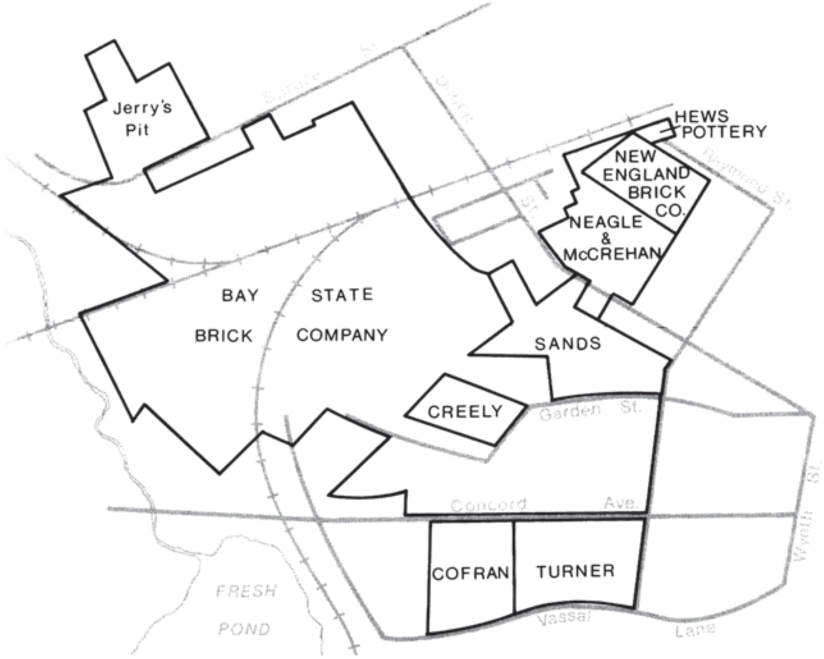
The development of the clay lands in Northwest Cambridge during the mid-19th century involved two groups of brickmakers. The first brickyards were opened by commercial operators under arrangement with the Charlestown Branch Railroad (Boston and Maine, Fitchburg Division) to work the clay land along the tracks near Kidder's Lane (Rindge Avenue). The second group were Cambridge brickmaking families who began working the clay land along Garden Street behind Observatory Hill. The distinctions between these two groups were blurred during the late 19th century by consolidation and merger of the yards. By 1900 much of the brick industry was under control of a single firm, the New England Brick Company, which operated in Cambridge until 1955, when the clay beds were finally closed.

The key individual in the establishment of the brick industry in Northwest Cambridge was Nathaniel J. Wyeth, the local entrepreneur who had helped finance the railroad extension in 1840 to carry Frederic Tudor's ice harvest from Fresh Pond to the Charlestown wharves. In 1842 the Charlestown Branch had acquired the Torrey lot on Kidder's Lane (now Jefferson Park Extension) from the heirs of Timothy Tufts, a Medford brickmaker of the family which was to endow Tufts College in 1852. In the Spring of 1844 Wyeth purchased the Torrey lot from the railroad and leased the clay land to Peter Hubbell and his partner Almon Abbott, brickmakers of Coxsackie, New York. The leasing arrangement called for Hubbell and Abbott to transport wood and coal for the kilns, as well as the manufactured brick, over the Charlestown Branch, thus providing a new source of revenue of the infant railroad. By autumn the brickyard had proved a success and encouraged Wyeth to buy additional tracts of clay land along the railroad west to Alewife Brook during 1845-1847, leasing the operations to Hubbell & Abbott. Wyeth opened his own brickyard in 1847 on the Goddard lot (now Rindge Towers) beside the new Lexington & Arlington Branch Railroad (Fig. 34).

Wyeth's activities attracted others to the area. In 1845 Charles Dana and Benjamin Parker, of the Charlestown Branch, purchased a tract of clay land south of the railroad beyond the Kidder-Sargent farm (now Walden Square) which they leased out to other brickmakers. Solomon Sargent then leased out the clay land on his apple orchard beside the Dana & Parker yard. In 1845 the Ward family, who had been working the pits at Brick Bottom along Cam-

34. Brickyards, 1848.


leased to
HUBBELL &
ABBOTT
Kidders Lane
Dublin St.
Bush lot
WYETH
Torry lot
RR
Charlestown Branch
WYETH
SARGENT
DANA & PARKER
WARD-MURDOCK
CREELY
Garden St.
SANDS & COFRAN
Brickyard Pasture
Concord Ave.
Wyeth St.


Jerry's Pit
Dublin St.
HEWS POTTERY
NEW ENGLAND BRICK CO.
NEAGLE & McCREHAN
Raymond St.
BAY STATE BRICK COMPANY
SANDS
CREELY
Garden St.
Concord Ave.
COFRAN
TURNER
Vassal Lane
Wyeth St.
FRESH POND

35. Brickyards, 1873.

bridge Street (now Roosevelt Towers), moved out to Sargent's house and leased a tract of clay land on the Royal Stimson farm at the end of Garden Street (now St. Peter's Field). The Wards were also involved with Samuel Cofran and John Sands who had been brickmakers on the Winthrop farm beside the Charles River (now Banks Street). Together they purchased the 18th century Brickyard Pasture on Garden Street (now Orrin and Tierney Streets) in 1845. In addition, Hugh Greely of Watertown opened a brickyard on the Sparhawk Meadow in 1845-1846 at the foot of Garden Street (now Briston Arms Apartments).

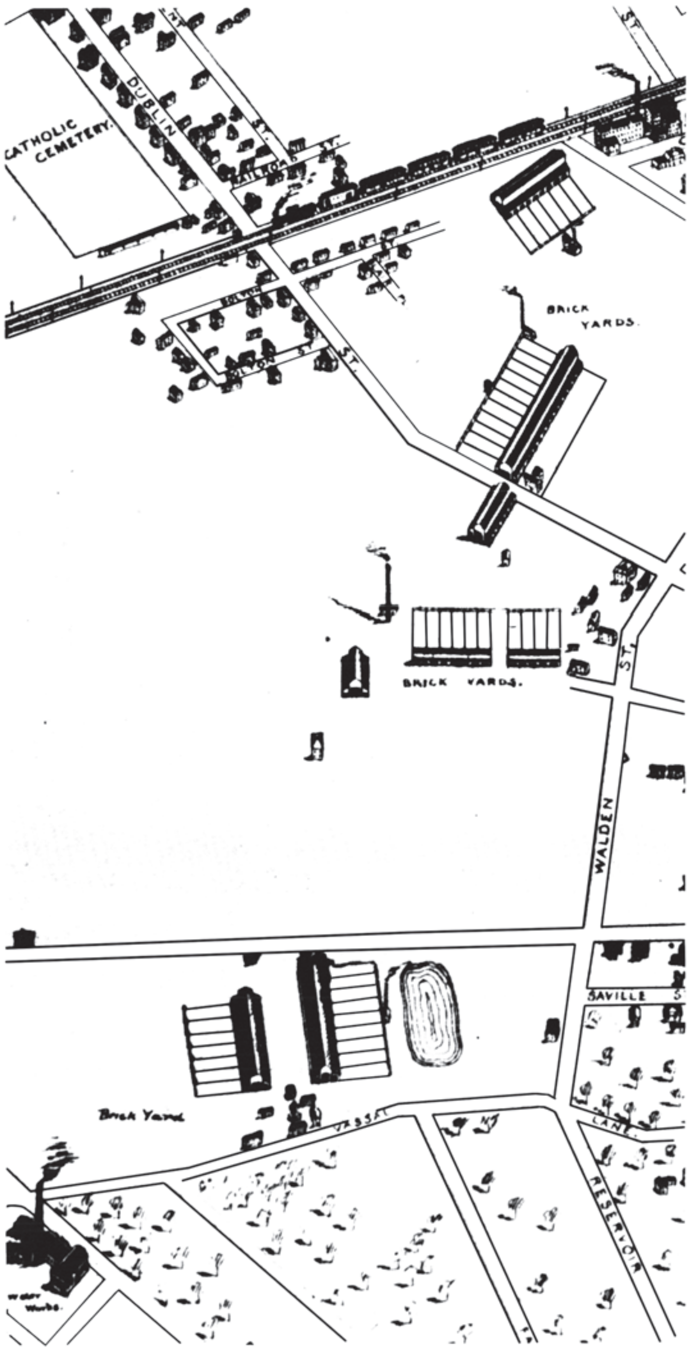
The Panic of 1848 left the small family-operated yards on Garden Street in disarray. The Wards moved away in 1849, leaving their yard in the hands of their partner, Asa Murdock, a Cambridgeport trader who bought the clay land from Stimson in 1852. The same year John Sands assumed full ownership of the Sands & Cofran yard. The economic slump also curtailed brickmaking operations at the Dana & Parker and Sargent yards.

Only the large commercial brickyards along the railroad survived the Panic. Peter Hubbell bought out his partner in 1849, and three years later purchased the adjacent Bush lot (Jefferson Park), establishing his own brickyard there. Some sense of the scale of Hubbell's operations during this period can be sensed from the 1854 Walling map of Cambridge, which shows a complex of tramways, kilns, and clay pits between the Fitchburg Railroad and Kidder's Lane (see Fig. 68). Much of the clay land was still owned by Nathaniel Wyeth and leased out to Hubbell. Wyeth had bought up most of the lots in the Great Swamp south of the railroad after the panic in 1849-1851. His death in 1856 left his holdings in the hands of his widow, and she sold the entire property to Dana & Parker in 1859.

The Civil War sparked a new cycle of expansion for the North Cambridge brick industry, and in the decade which followed the full potential of workable clay land in the area was realized. Peter Hubbell emerged as the principal operator during the war years. Hubbell inadvertently created a neighborhood amenity when he acquired a large tract of clay land opposite his yard on the north side of Kidder's Lane (Rindge Avenue) in 1860 from the Catholic Church. The high water table caused serious problems, and the excavated pit was allowed to fill with water, forming Jerry's Pit. This artificial feature soon became a neighborhood landmark, used in the winter for ice harvest and in the summer as a local swimming hole for laborers and their families (see Fig. 17). In 1863 Hubbell purchased the Wyeth estate from Dana & Parker, and the next year formed the Bay State Brick Company of Boston, commuting daily on the train from his townhouse in Charlestown. By the end of the Civil War, Hubbell's Bay State Brick Company controlled the heart of the North Cambridge brick industry, including the original Wyeth and Hubbell yards on Kidder's Lane and some 135 acres of clay land from Dublin (Sherman) Street west to Alewife Brook (Fig. 35).

The Garden Street brickmakers were also revitalized by the wartime prosperity. John

36. North Cambridge Brickyards, Bird's Eye View detail, 1877.



Sands acquired the former Ward family yard at Garden and Walden Streets (St. Peter's Field) in 1863, and three years later closed down his operations at the Brickyard Pasture (Orrin and Tierney Streets). Samuel Cofran joined with his old associate True Blake in 1863 and began working clay land on the north side of Concord Avenue (Copley and Field Streets) leased from Jonas Wyeth II.

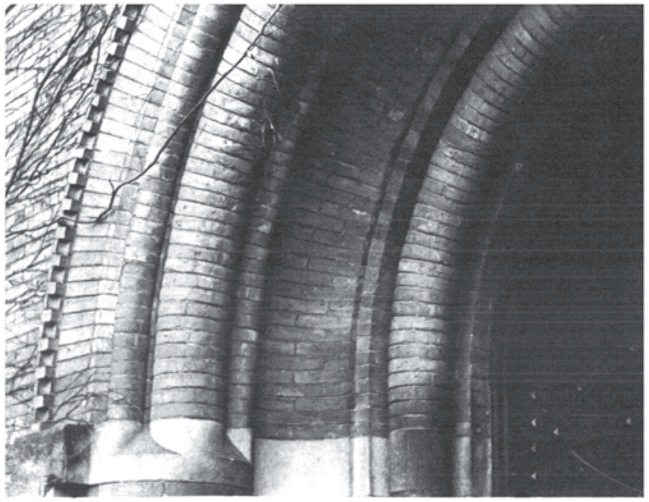
After the Civil War, the deaths of three local farmers, Jonas Wyeth, Royal Stimson, and Solomon Sargent, opened up large new tracts of valuable clay land on the periphery of the North Cambridge brickyards during the flush years of expansion. Bay State Brick purchased the Wyeth meadowland on the north side of Concord Avenue in 1868, forcing closure of the Cofran and Blake operations. The sale of the Stimson farm the same year provided Cofran with virgin clay land from Concord Avenue to Vassal Lane (now the Tobin School site) for his new brickyard. The remainder of the Stimson farm west of Walden Street (to present Chilton Street) was opened in 1870 as the Builder's Brick Company, a Boston firm operated by a former Bay State employee, J. A. Turner.

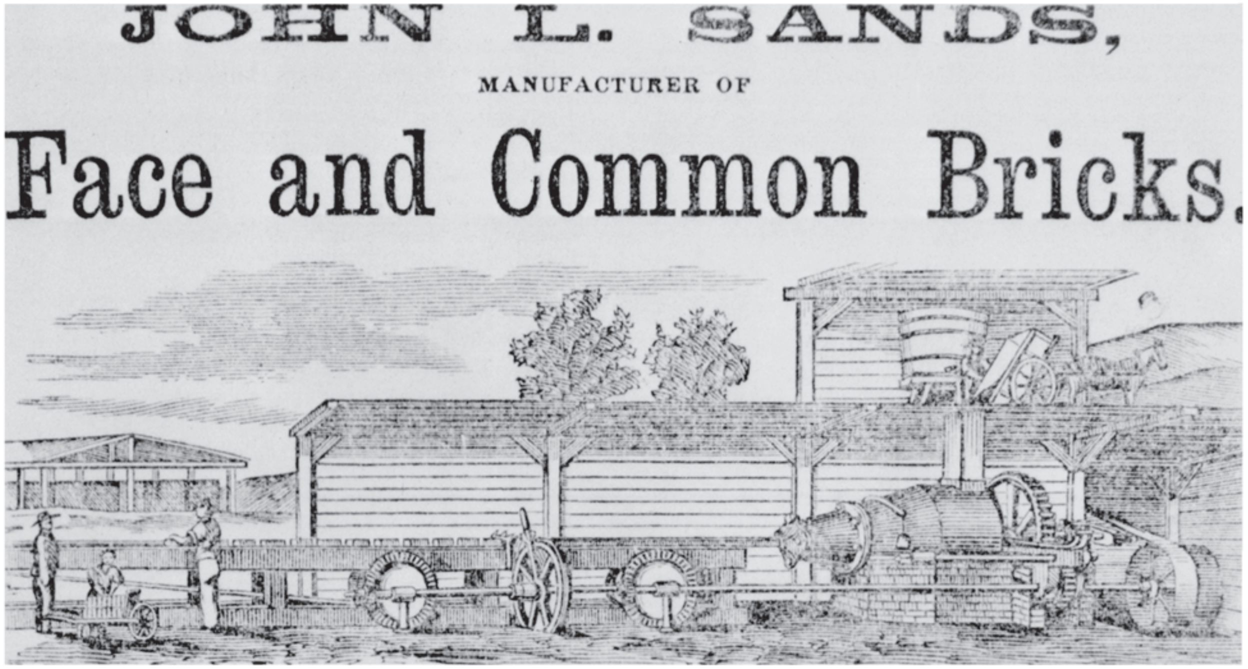
Brickyard expansion also occurred along the Fitchburg Railroad beside the Kidder-Sargent farm (now Walden Square). Sargent's clay land was consolidated with the Dana & Parker yard in 1867 by Garrett Neagle, a Charlestown brickmaker, and Jeremiah McCrehan, a local laborer and close friend of Solomon Sargent's (see Fig. 84). In addition, Henry Potter sold his slaughterhouse lot south of the Walden Street railroad bridge when the Cattle Market closed in 1868. The land was purchased by the Boston-owned New England Brick Company, which developed the clay land at the foot of Raymond Street adjacent to Neagle and McCrehan's new yard. Horace Hews, a Weston potter and early associate of Nathaniel Wyeth, bought a lot at the foot of Richdale Avenue in 1869 for his pottery works, using the clay from the adjacent New England pits.

The North Cambridge brick industry was severely shaken by the Panic of 1873. Several of the yards which had opened in the post-war expansion were closed or bankrupted (Fig. 36). Turner's brickyard on Concord Avenue shut down operations completely in 1877, and the Neagle-McCrehan yard on Dublin (Sherman) Street was acquired by Samuel B. Rindge after foreclosure in 1878. Likewise, the New England yards were leased in 1874 to C. E. Parry, a former Bay State employee, and Creely's yard at the foot of Garden Street was sold to Edward Foster of Somerville in 1879.

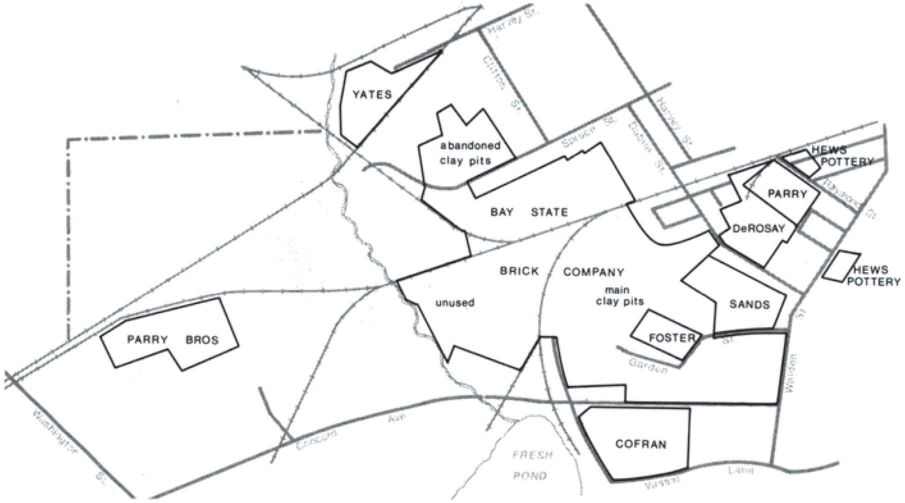
The last period of expansion of the North Cambridge brick industry began with the economic recovery in the early 1880s. The decade which followed marked the climax of development, taking in all the workable clay land in the area. The major operators — Bay State Brick, Sands, Cofran and Parry — enjoyed recognition and applause for their contribution to the progress of Cambridge and the prosperity of Boston. Most notable of the group was Martin W. Sands, who had inherited his father's brickyard at Walden and Garden Streets (St. Peter's Field, Fig. 37). Sands, who specialized in fine decorative and cut brick, worked with the architect Henry Hobson Richardson in building Sever Hall at Harvard University in 1878 (Fig. 38) and provided the brick for many new buildings of Boston's Back Bay, including Richardson's rectory for the Trinity Church (1879) and W. R. Emerson's Boston Art Club (1881).

38. Sands Brick, Sever Hall, 1878, H. H. Richardson.




JOHN L. SANDS,
MANUFACTURER OF
Face and Common Bricks.

37. Sands Brickyard, *Cambridge Directory*, 1874. Site now St. Peter's Field.


Harvey St.
Clifton St.
Spruce St.
Dublin St.
Harvey St.
Raymond St.
YATES
abandoned clay pits
BAY STATE
BRICK COMPANY
main clay pits
unused
HEWS POTTERY
PARRY
DeROSAY
HEWS POTTERY
SANDS
FOSTER
Garden St.
Walden St.
PARRY BROS
COFRAN
Washington St.
Concord Ave
FRESH POND
Vassal Lane

39. Brickyards, 1886.

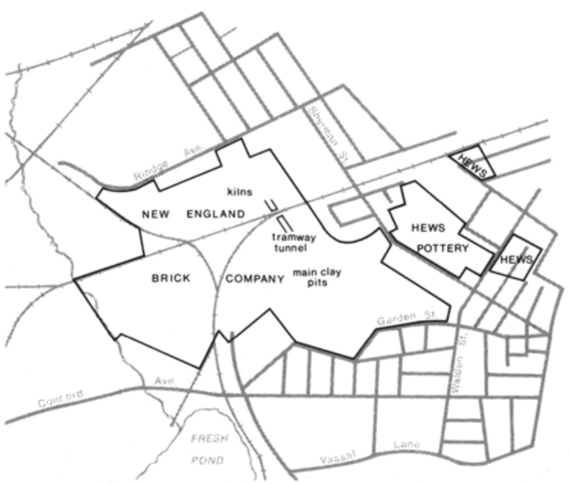
The marginal clay land on the periphery of the brickyards was brought into production during the mid-1880s. The North Cambridge Brick Company, operated by Alfred Yates, opened a new yard at the foot of Harvey Street in 1884, along the Central Massachusetts Railroad and Alewife Brook (now Grace & Co.). The McCrehan yard on Sherman Street (Walden Square) was purchased from the Rindge heirs and re-opened in 1883 by the DeRosay family, French Canadians who had learned the trade as former Bay State brick workers.

The Parry Brothers were the most successful of the new operators. The four brothers, John, George, Richard, and William, had taken over the former New England Brick yards when their father had died in 1878. In 1884 they purchased the facilities of the Cambridge Brick Company in the Belmont Annex. This yard had been opened in 1874 on the Richardson farm beside the Fitchburg Railroad and Wellington Brook (now Blair Pond) and included the undeveloped clay land across the Belmont line near Concord Avenue (now Clay Pit Pond, Belmont High School; Fig. 39).

The Panic of 1893 signaled the start of the final period of brickmaking in North Cambridge, and within a decade all but two of the yards had closed. The Yates brickyard on Harvey Street closed its operations in 1893. The Parry Brothers had exhausted the clay beds on Raymond Street and in 1896 sold the property to Cambridge for the city stables (now Walden Square), continuing their operations at the Concord Avenue yards in Belmont. Bay State Brick had likewise abandoned the original Hubbell and Wyeth pits for the deep clay land south of the Fitchburg Railroad (now City Dump site).

The most significant change in the North Cambridge brick industry occurred in 1900, when Bay State Brick became the New England Brick Company (N.E.B.Co.), with headquarters in Boston and brickyards throughout New England and New York. N.E.B.Co. immediately acquired the remaining independent yards, DeRosay on Sherman Street (Walden Square), Sands on Garden Street (St. Peter's Field), and Cofran on Concord Avenue (Tobin School site), which were closed shortly after the turn of the century along with the longstanding Creely-Foster yard on Garden Street (Fig. 40).

As a result of consolidation and abandonment, the North Cambridge brick industry had retreated to the clay land along Sherman Street by the First World War. On the west side were the extensive operations of the New England Brick Company claylands, inherited from Bay State. The clay beds were excavated to a depth of some 80 feet, and the pits were linked to the main complex of kilns and sheds on Rindge Avenue by a special tram track tunneled under the Boston & Maine Railroad (Fig. 41). By the

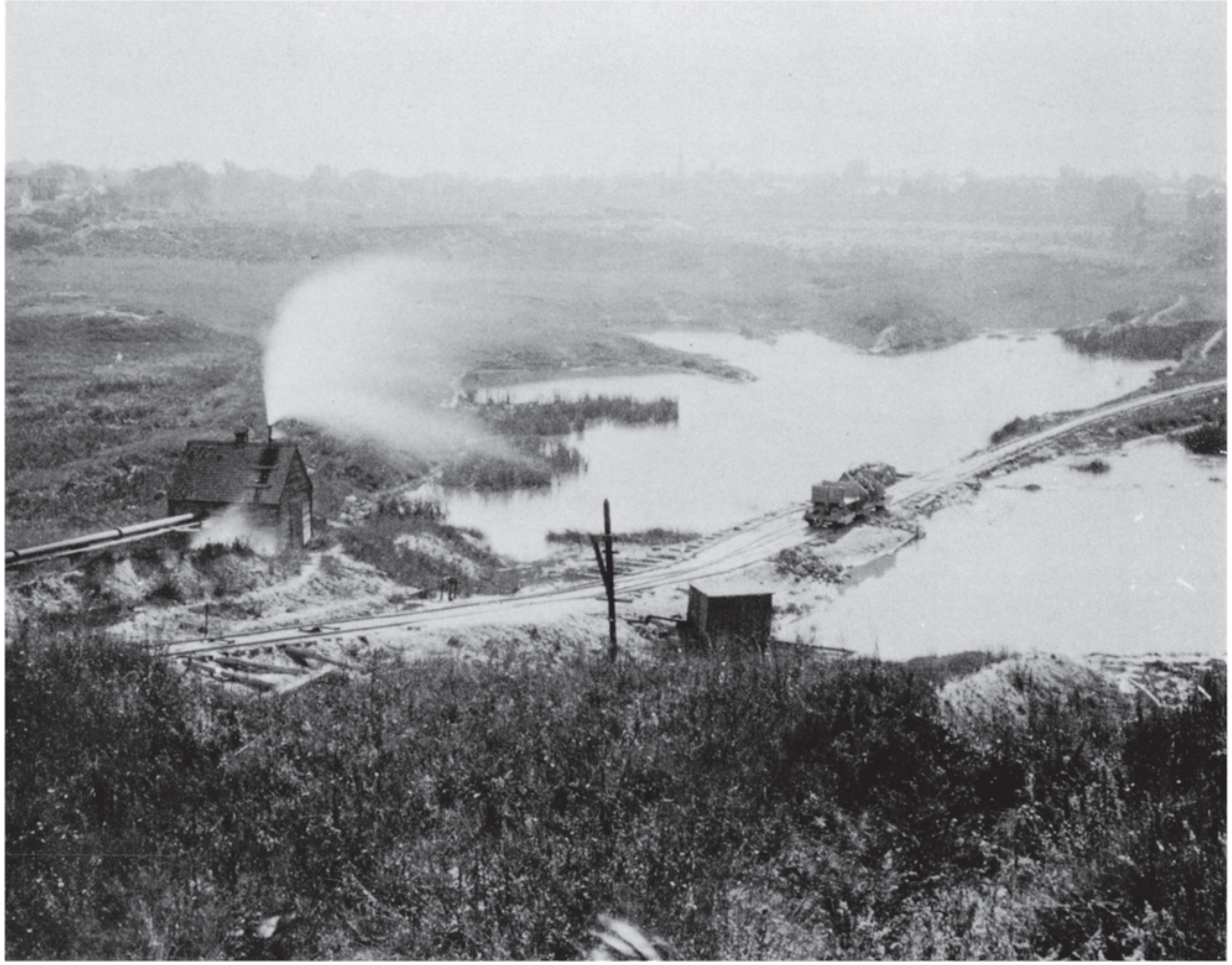


40. Brickyards, 1916.

Second World War the clay beds were nearly exhausted. Operations were suddenly concluded on December 8, 1952, when a landslide buried the remaining steam shovel. The New England Brick Company pits had been sold to the City of Cambridge for a refuse dump in 1951, and the City continued to use the site until the pits were completely filled in 1971.

On the east side of Sherman Street, Hews Pottery had acquired the former DeRosay yard from N.E.B.Co. in 1912. Clay excavation continued for another five decades until the pits were filled for Walden Square in 1970, after a hundred and twenty-five years of operation.

Today little physical evidence remains of the brick industry in Northwest Cambridge. Most of the clay pits were simply filled and the sites used for other fringe activities, especially public housing: Jefferson Park, Rindge Towers, and Walden Square. A small complex of former New England Brick Company offices stands at 334 Rindge Avenue near Wyeth's brickyard superintendent's house at 336 Rindge Avenue (see Fig. 88). The Bay State tramway tunnel lies buried behind the parking lot of the Fresh Pond Cinema. The flooded clay pits have become neighborhood recreation areas: Jerry's Pit (1860s) on Rindge Avenue, Yates Pond (1880s) below the Route 2 traffic rotary, and Blair Pond (1880s) behind Cambridge Highlands. The clearest reminders of the brick industry are the miles of brick sidewalk throughout Cambridge, often bearing the familiar stamp of NEBCO.

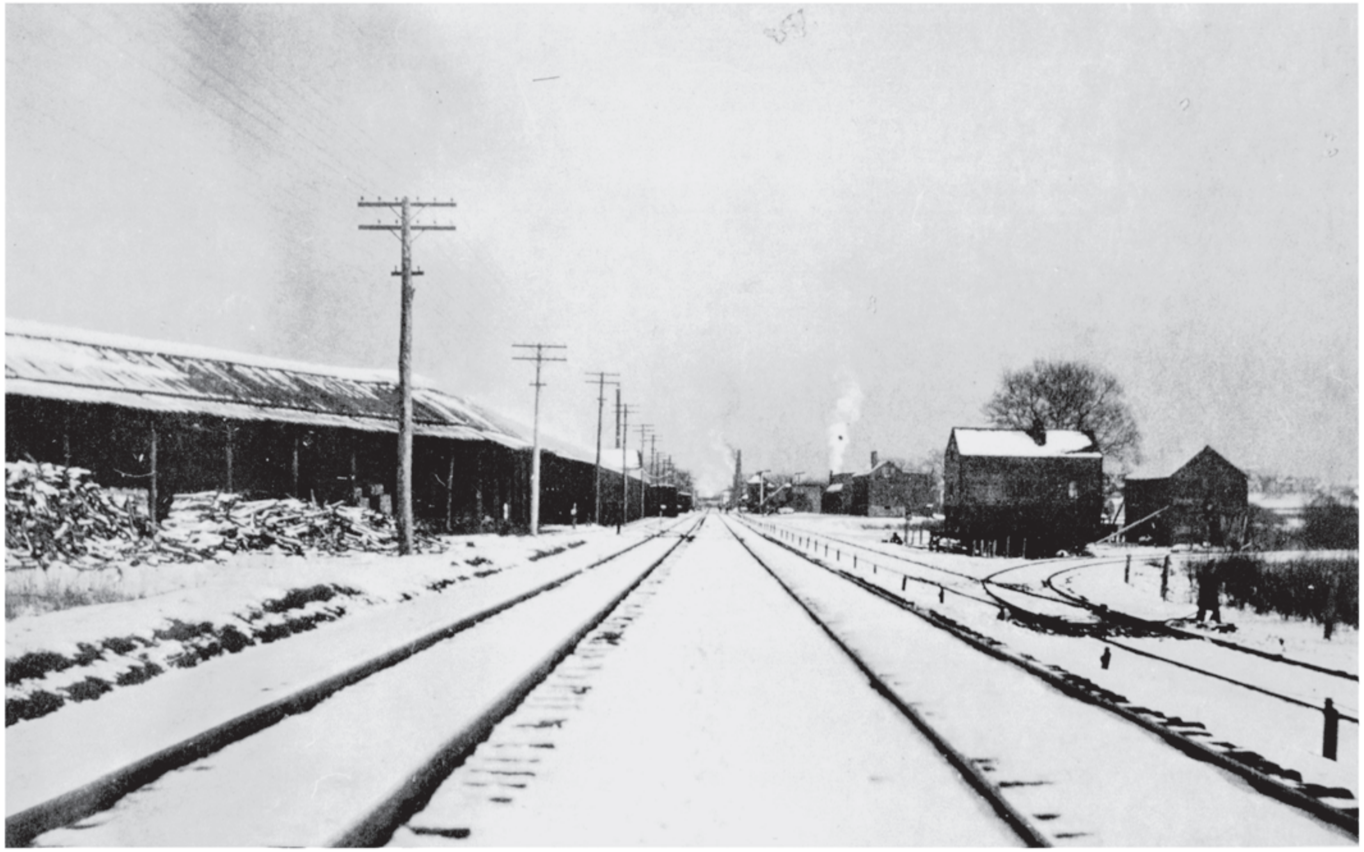


41. New England Brick Co.
Claypits, about 1930.
Now City Dump site.

West Cambridge Development

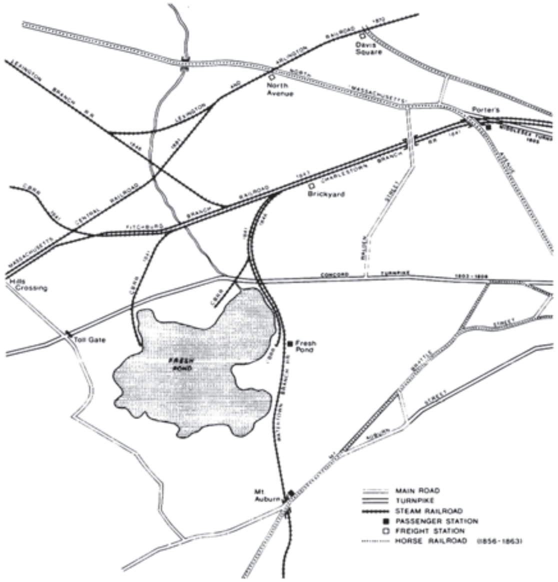
The dramatic emergence of West Cambridge in the last twenty-five years as an industrial and commercial center is based upon the area's three-hundred-year history as the fringe of Cambridge. The swamp and marsh along the Little and Menotomy Rivers (Alewife Brook) had proved an effective barrier to agricultural settlement since the first efforts to drain the Fresh Pond Meadows in the 17th century. These wetlands were finally turned to advantage in the 19th century, as the level topography provided an ideal transportation corridor from the western interior to Boston (Fig. 42). In succession, turnpikes, railroads, and automobile highways were laid across the swampland. With this framework in place, West Cambridge became an ideal area for 20th century commercial and industrial expansion within Cambridge.

Frederic Tudor's Fresh Pond ice business was the earliest industry in the Alewife Brook area. The abundant ice harvests brought the Charlestown Branch Rail Road across the swamps in 1841, and two years later the Fitchburg Railroad followed with parallel tracks leading to western Massachusetts. The Fitchburg main line, in turn, served as the trunk for suburban branches leading to Watertown and Lexington built in 1846, using the shallow marshes as their right-of-way. This railroad network was further expanded after the Civil War, as additional tracks were built across Alewife Brook (Fig. 43). The Lexington & Arlington opened in 1870 through Somerville and North Cambridge, and later provided a Boston link for the short-lived Central Massachusetts, which ran its tracks beside the Little River in 1881. In 1900, the Boston & Maine purchased all the railroads in the area and constructed extensive freight yards on fill from Black Island (now Rindge Avenue Extension), which at one time had stood alone in the marshland.



42. Fitchburg Railroad at Brickyards, looking east, about 1890.
Bay State Brick sheds (left),
Bolton Street (right).
Site now Boston & Maine Railroad at Alewife Brook Parkway.

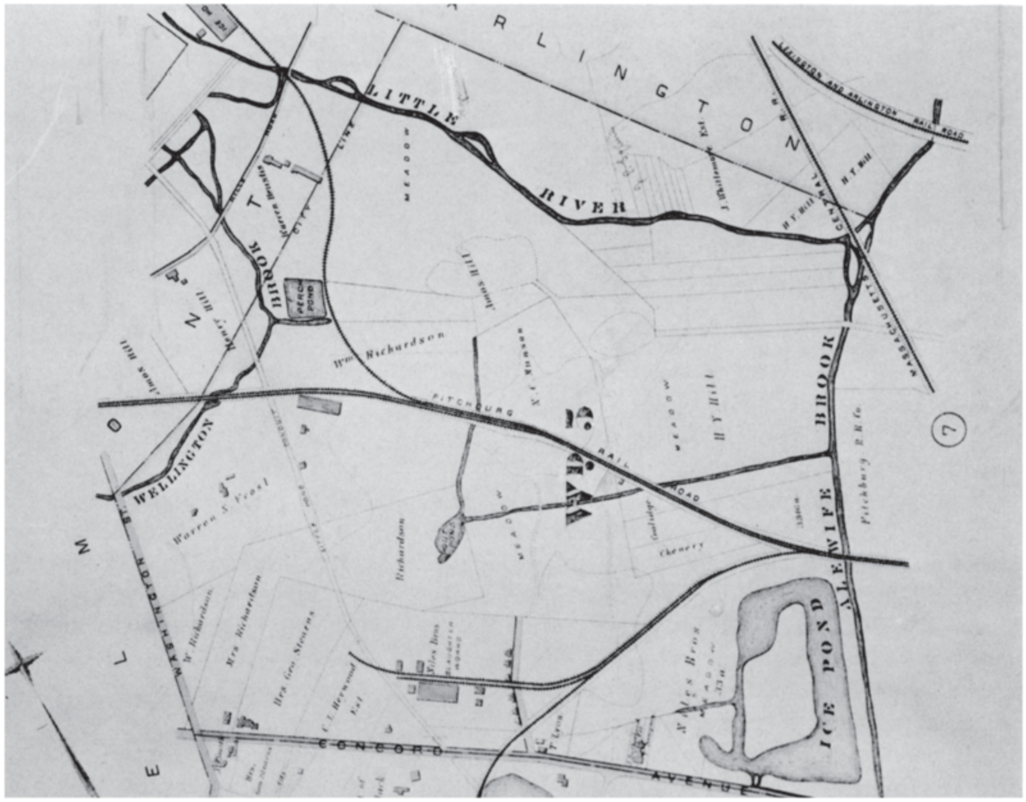
43. 19th Century Transportation Routes in Northwest Cambridge.


Davis Square
North Avenue
Porter's
Brickyard
Hills Crossing
Toll Gate
FRESH POND
Fresh Pond
Mt. Auburn
LEXINGTON BRANCH RR
ARLINGTON AND LEXINGTON
NORTH MASSACHUSETTS
MIDDLESEX TURNPIKE
CHARLESTOWN BRANCH RR 1841
FITCHBURG BRANCH RAILROAD 1843
CENTRAL MASSACHUSETTS RAILROAD 1881
CONCORD TURNPIKE 1803-1809
WATERTOWN BRANCH RR
CBRR
STREET
BRATTLE STREET
MT. AUBURN STREET
MAIN ROAD
TURNPIKE
STEAM RAILROAD
PASSENGER STATION
FREIGHT STATION
HORSE RAILROAD (1856-1863)

The post-Civil War prosperity encouraged further growth of industrial activities in the Alewife Brook area. Tudor had dug out the swampland across Concord Avenue for an artificial ice pond (called the Glacialis) in the early 1860s. In 1873 the Cambridge Brick Company began clay excavation along the Fitchburg tracks behind the Richardson-Frost farm (now the site of Blair Pond), and in 1878 the Niles Brothers built a slaughterhouse on the Black's Nook rail spur near present Smith Place. The annexation of this area from Belmont to Cambridge in 1880, and the landscaping of Kingsley Park around Fresh Pond in 1892 closed these industrial operations (Fig. 44).

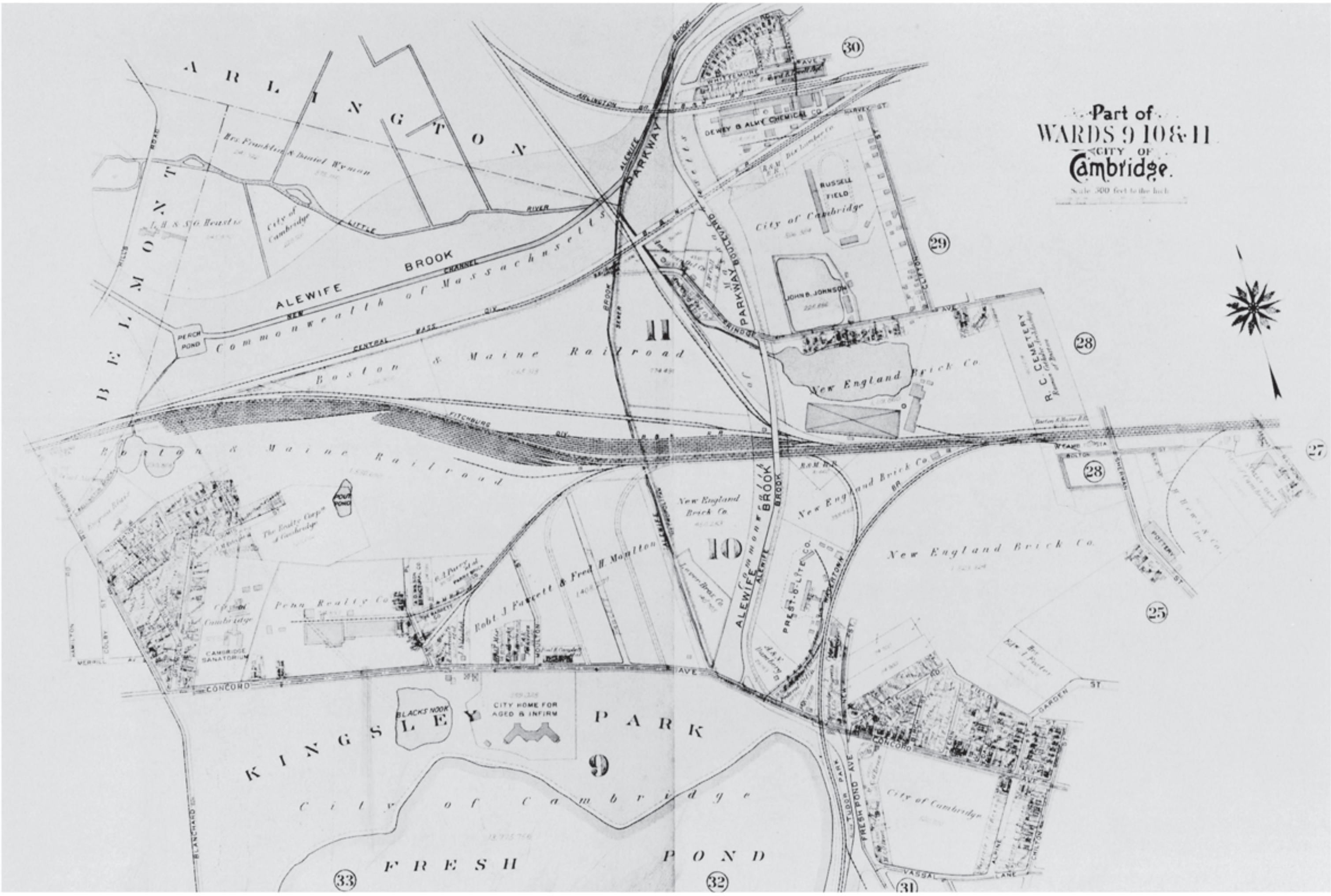
45. Abandoned Yates Claypit,
Alewife Brook, 1903.

44. West Cambridge Area, Hopkins Atlas detail, 1886.


ARLINGTON
LITTLE RIVER
MEADOW
J. Whittemore Est.
LEXINGTON AND ARLINGTON RAIL ROAD
H. Y. Hill
CENTRAL
MASSACHUSETTS
PERCH POND
BROOK
Amos Hill
Wm Richardson
N. C. Munson
FITCHBURG RAIL ROAD
H Y Hill
W.D. 9
ALEWIFE BROOK
Fitchburg R R Co.
⑦
WELLINGTON
Warren S. Frost
MONT
WASHINGTON ST.
W. Richardson
Mrs Richardson
Mrs Geo. Stearns
C. L. Heywood Est
Richardson
Coolidge
Chenery
Niles Bros
ICE POND
CONCORD AVENUE

The early years of the 20th century brought significant change to the Alewife Brook area. Spring flooding had always been a problem in the swampland, but by this time the area had become a breeding ground for malarial mosquitos (Fig. 45). Consequently, a 1904 Metropolitan Park Commission study recommended that the Commission acquire, drain, and landscape Alewife Brook and Little River. Reclamation of the waterways was begun in 1908, and Alewife Brook Parkway was designed to create a continuous green-belt of public open space, as originally proposed by Charles Eliot in 1892, extending from the Charles River Embankment (Memorial Drive), past Mount Auburn Cemetery to Fresh Pond Parkway and the City's own Kingsley Park at Fresh Pond, and along Alewife Brook to the Mystic Valley Parkway in Medford.

Drainage and channeling of Alewife Brook encouraged development of an industrial zone during the First World War. New chemical companies were attracted by the area's insulated but accessible location. American Oil was established at the end of Rindge Avenue in 1917,


ARLINGTON
BELMONT
Part of WARDS 9 10 & 11 CITY OF Cambridge
ALEWIFE BROOK
LITTLE RIVER
PERCH POND
Commonwealth of Massachusetts
Boston & Maine Railroad
DEWEY & ALMY CHEMICAL CO
HARVEY ST
ALEWIFE PARKWAY
RUSSELL FIELD
City of Cambridge
JOHN B. JOHNSON
R. C. CEMETERY
New England Brick Co
11
10
9
Penn Realty Co
Robt J. Fawcett & Fred H. Moulton
PREST-O-LITE CO.
CAMBRIDGE SANATORIUM
CONCORD AVE
BLACKS NOOK
CITY HOME FOR AGED & INFIRM
KINGSLEY PARK
City of Cambridge
FRESH POND
FRESH POND AVE
VASSAL LANE
GARDEN ST
POTTER ST
25
27
28
29
30
31
32
33

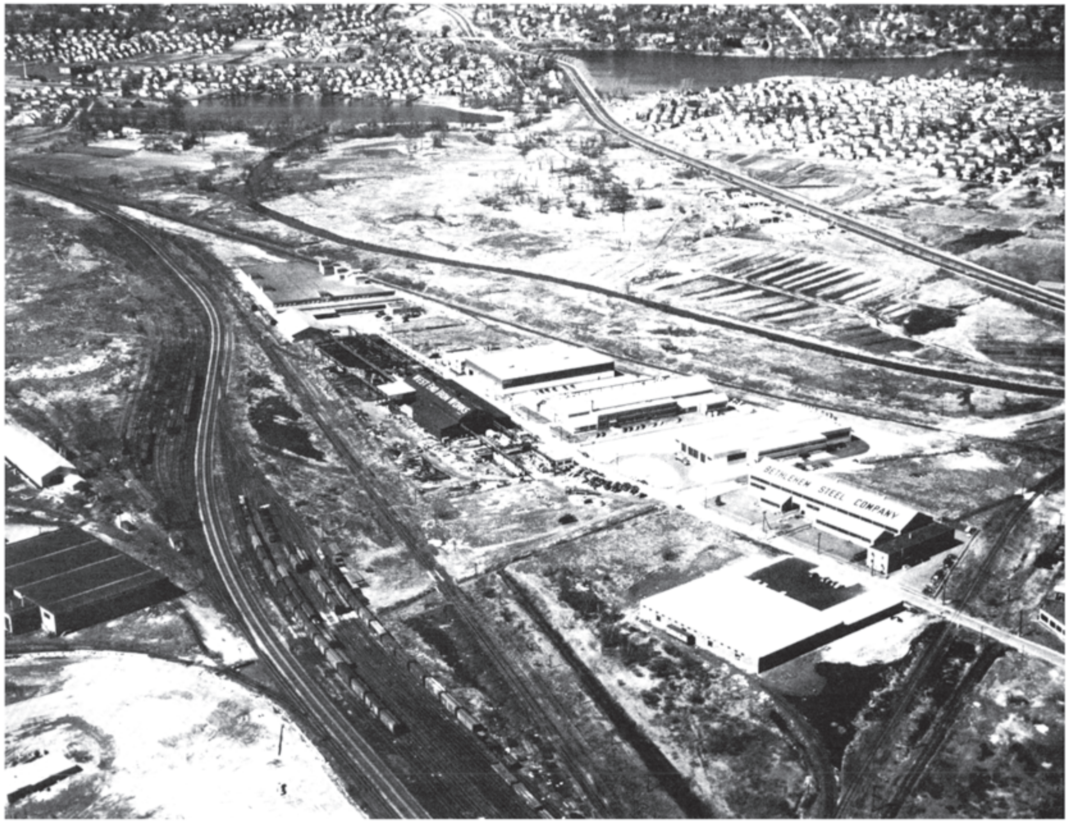
46. West Cambridge Area, Bromley Atlas detail, 1930.

Dewey & Almy at the foot of Harvey Street in 1919, and the Prest-O-Lite Corporation on Concord Lane in 1920. Most significant for later development was the location of A. O. Wilson, a steel fabricator, on Smith Place in 1926. The company found the lack of streetcar service for its Cambridgeport workers to be a problem, and in 1928 it arranged with the Boston Elevated Railway to operate a motor bus line from Harvard Square out Concord Avenue to Belmont. Now that public transportation was assured, other firms, such as Superior Laundry, moved to the area. Most ambitious were two Lexington developers, F. H. Moulton and R. J. Fawcett, who in 1928 filled the Glacialis ice pond beside Alewife Brook and prepared an industrial subdivision served by rail spurs on Moulton, Fawcett and Wheeler Streets (Fig. 46).

The prosperity of the 1920s and the proliferation of family automobiles caused Concord Avenue to become the main artery of suburban travel between Cambridge and Belmont, and the road was soon dotted with electric battery and gasoline filling stations. In response to the increasing popularity of the automobile, the Metropolitan District Commission (M.D.C.) upgraded its carriage parkways for pleasure vehicles, following the model of New York's Bronx River Parkway, opened in 1923. With the assistance of the Massachusetts Department of Public Works, the M.D.C. rebuilt Alewife Brook Parkway in 1930-1931, adding steel truss bridges over the Boston & Maine tracks and landscaping the embankments. At the same time the State D.P.W. was also involved in its own program of converting the early Boston turnpikes into limited access superhighways. Thus, in 1934, State Route 2 was built along the Cambridge-Arlington line, connecting with Alewife Brook Parkway at a traffic rotary near the abandoned Yates clay pit. By the outbreak of the Second World War, the intersection of Fresh

Homestead
DONUTS
COFFEE SHOP

47. Alewife Brook Parkway at Concord Avenue Rotary, 1951.



48. Steel Row, Rindge Avenue Extension, aerial photo 1951.

Pond Parkway, Concord Avenue and Alewife Brook Parkway had attracted numerous roadside restaurants and gas stations (Fig. 47).

The Great Depression frustrated development of West Cambridge for more than a decade, but the end of the Second World War brought major commercial and industrial growth as the suburban wave swept across Alewife Brook and out Route 2. The first to move were the leading steel fabricating companies, West End Iron Works and Bethlehem Steel, which relocated from Boston and Chelsea to the Boston & Maine land along Rindge Avenue Extension in 1946-1948 (Fig. 48). During the 1950s a local contractor, C. M. Spinelli, assembled the vacant parcels between Concord Avenue and the Boston & Maine, creating the West Cambridge Industrial Park on Eastern States Road and Mooney Street for small warehousing, manufacturing, and commercial firms that relied on interchange between railroad and trailer truck. The area also attracted Arthur D. Little, a large research and development firm that relocated from the M.I.T. area to an attractive office complex at Acorn Park on Route 2 in 1952, ideally sited midway between the universities and the western suburbs.

In the decades that followed the Second World War, West Cambridge was totally transformed from a fringe industrial area to a regional suburban shopping center. The initial efforts were made in 1949 with the development of the vacant New England Brick Company land beside the Alewife Brook Parkway as the White Village Shopping Center. The growing importance of West Cambridge as a commercial axis of the city was highlighted during the mid-1950s, when the Porter Square automobile showrooms relocated along the parkways, thus perpetuating the North Cambridge carriage builders' tradition in a modern context. The anchor of commercial development was the Fresh Pond Shopping Center, built in 1962 on the site of the former Prest-O-Lite plant on Alewife Brook Parkway and New Street, complete with department stores, specialty shops, and a bank.

By the mid-1960s the Alewife Brook axis had emerged as the focus of evening entertainment for the surrounding area. Movie theatres, nightclubs, bowling alleys, motels, and restaurants, dependent entirely on the automobile, formed a continuous commercial strip from Route 2 to the Fresh Pond Parkway.

Future development of West Cambridge is contingent upon transportation improvement. Most immediate is the extension of the Red Line subway from Harvard Square, a rapid transit project that has been under study since the Second World War. In addition to the subway, there are also proposals to realign Route 2 and the Parkways.

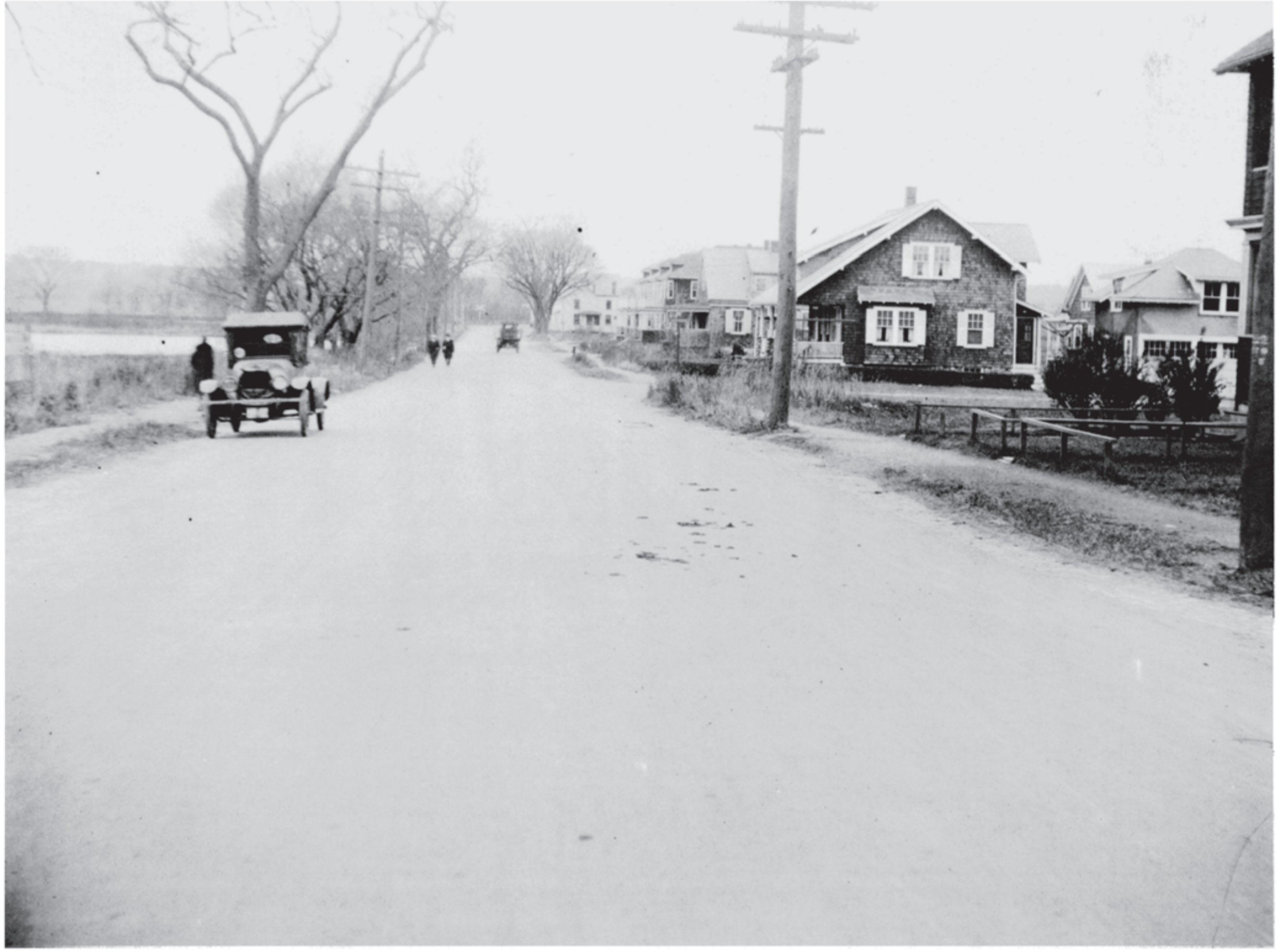
Residential Subdivisions

Subdivision Practices

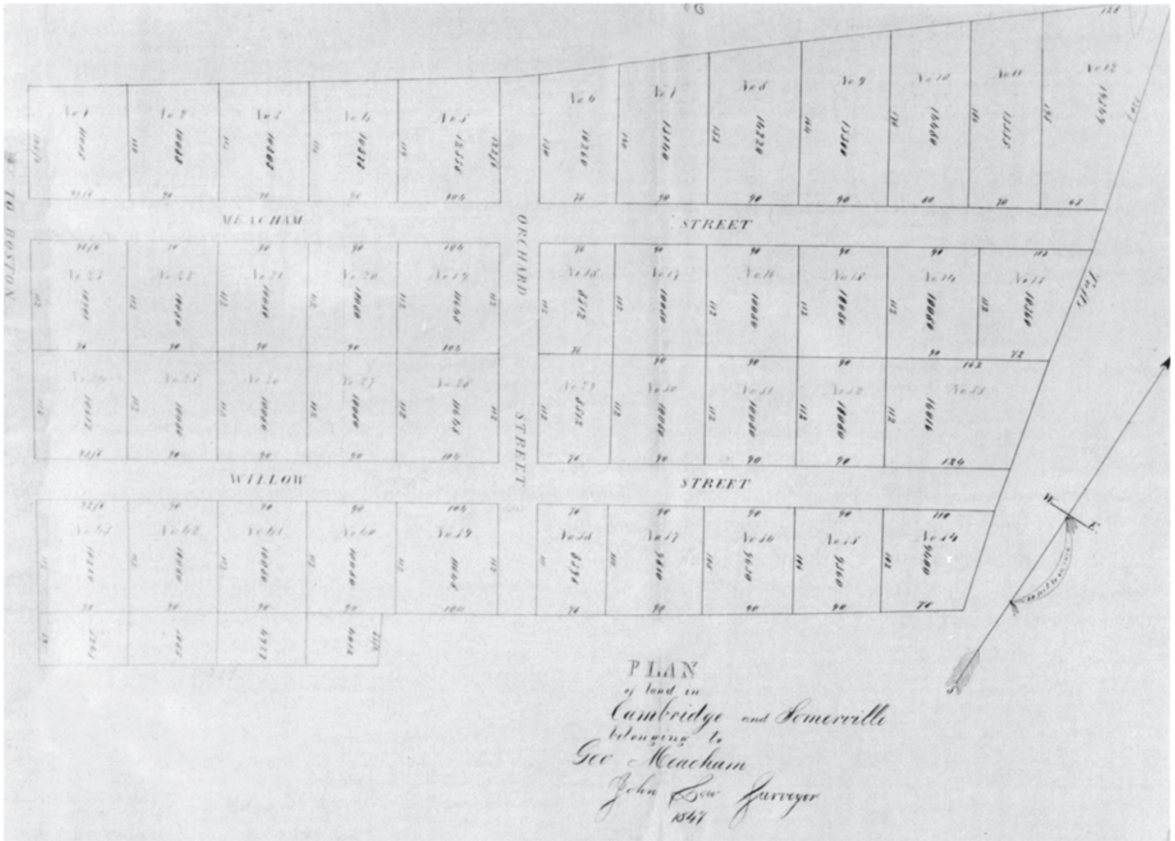
From the 1840s through the early 1900s, the colonial farms of Northwest Cambridge were partitioned for residential subdivisions. Unlike the large-scale Dana plans for sections of Cambridgeport or the Craigie scheme for East Cambridge, there was no single unifying plan which determined the growth of Northwest Cambridge. Instead, a series of separate and independent divisions of individual farms had, by the late 19th century, created an interlocking quilt of subdivisions, each somewhat distinct but all aligned to the colonial highway network.

During the mid-19th century, residential subdivisions in Northwest Cambridge focused initially on the most attractive land near the railroad depots. On Watson's Plain and the upland near Fresh Pond were created the neighborhoods of North Cambridge and Strawberry Hill. In the late 19th century the extension of the trolley routes opened up the backslope of Reservoir and Observatory Hills as well as the farmland on the Belmont side near Fresh Pond. The construction of automobile highways along Alewife Brook in the mid-20th century prompted the development of the remaining upland in West Cambridge. These were prime areas of middle class subdivision in Northwest Cambridge. The development of working class neighborhoods in the mid-19th century created a residential fabric around the brickyards along Rindge Avenue, Sherman and Garden Streets. By the early 20th century the Dublin neighborhoods had been entwined with the middle class subdivisions along Massachusetts and Huron Avenues, so that a continuous web of streets interlocked across Northwest Cambridge from Somerville to Watertown.

49. Concord Avenue at Chilton Street, looking west, 1920.



50. Meacham Plan, 1847, John Low.



This landscape transformation from farms to suburbs was brought about by the willingness of farmers to sell their land to developers. In many cases these sales occurred upon the death of an elderly farmer, often a descendant of the family which had originally been granted the land in the 17th century. With heirs scattered and the small family farm difficult to maintain, the decision to sell was often made of necessity.

Typically, if the farm were located close to good transportation or near an expanding industrial facility, a speculator would plat the whole parcel for residential use. Since most farms in Northwest Cambridge were only about ten acres, the subdivisions were smaller than those in other parts of the city. Once a farm had been purchased, the developer would often hire a surveyor to draw up a subdivision plan as a point of reference for writing the lot deeds. These plans were frequently lithographed for general distribution among prospective buyers and recorded at the Middlesex County Court House in East Cambridge (Fig. 50).

In subdividing a large farm, often only the outlying fields were sold, while the property close to the house and barn was maintained as a market garden or tree nursery. In many cases the farmhouse was removed from its original site and relocated beyond the subdivision in an industrial neighborhood where it was refitted as a tenement or worker's house. During the 19th and early 20th centuries approximately seventy-five houses in Northwest Cambridge were drawn down the street on logs by teams of oxen or horses to new sites.

The actual arrangement of lots and streets within a subdivision was based on traditional surveying practices, which allowed for little imagination. Maximum use of land was the key in the arrangement of streets and lots, and the straight-edge was the principal tool; the ideal was the familiar checkerboard of streets and identical lots. As most tracts in Northwest Cambridge were quite small, an extended grid was rare. Since colonial farms had evolved from long field lots, the subdivisions followed this medieval configuration. The most frequent solution was to lay out a single long street at right angles to the existing highway down the length of a deep tract. If the field were wide, parallel streets would be placed at right angles to the highway; if the field were of sufficient depth, a cross street would be platted toward the rear. The only variations in the monotonous grid were dictated by the irregular shapes of some of the farms, which often forced curious solutions on the surveyor.

Speculators designed their subdivisions with a clear concept of the type of buyer they wished to attract. The size of the lot set the basic expectations for the potential social status of the subdivision; the larger the lot, the more affluent the buyer and the more desirable the final neighborhood. Gradually the dimensions of suburban lots became standardized. The lot size most commonly used in Northwest Cambridge was 100′ by 100′, which could be subdivided later for a double house or single lots of 50′ by 100′. Middle and upper class subdivisions employed a standard 100′ by 150′ lot or variations which produced approximately the same square footage. For the average speculative suburban plat the standard lot was usually 50′ by 100′, arranged with the narrow side fronting the street to allow ample front and rear yards. Smaller lots of 50′ by 75′ were laid out in marginal areas for tradesmen and the working class.

The developer could also attempt to attract a more prosperous clientele by attaching deed restrictions to each house lot. These deed restrictions functioned much like present-day zoning regulations and were typically employed as insurance for middle and upper income buyers who wanted stable suburban neighborhoods, safe from the encroachment of industry or laborers.

The most common deed restriction was a building setback requirement, usually 10 or 20 feet. Since the developer rarely provided public open space, the setback served effectively as the landscaping for the street, maintained privately by each home owner as his front yard.

The most important deed restrictions for suburban subdivisions were the prohibitions against "nauseous or offensive business," in particular those nuisance trades such as tanners, brewers, blacksmiths, and brickmakers which threatened the "quiet and comfort of the neighborhood." Deed restrictions could also be employed to regulate the social character of the subdivision. In the 19th century these were often directed at the immigrant Irish by limiting lot sales to "native born citizens of the United States".

The package of plans, streets, lots, and deed restrictions was translated into a full suburban streetscape when the subdivision was opened for sale, usually through public auction. In some cases, the subdivision owner would hire a contractor to build homes on the prepared lots, often as a speculative venture before actual buyers had been found.

Subdivision activity followed the rise and fall of the economic cycles. In the century of suburbanization in Northwest Cambridge, several such cycles affected the area. This was particularly true in the boom years of the mid-1840s, early 1870s, late 1880s, early 1900s and mid-1920s, when subdivisions were hurriedly platted from colonial farms, and dotted with standard suburban homes in the latest architectural style. When economic panic or depression reached the local level, the whole euphoric boom would come to a sudden halt, leaving paper streets, vacant lots, and unoccupied homes. These dramatic declines were repeated several times in Northwest Cambridge, notably in the Panics and Depressions of 1848, 1873, 1893, 1907 and 1929. Residential cycles were also affected by wartime restrictions on building materials, and were especially disrupted during the Civil War, the First World War, and the Second World War.

North Cambridge

Railroad and Omnibus, 1840-1855

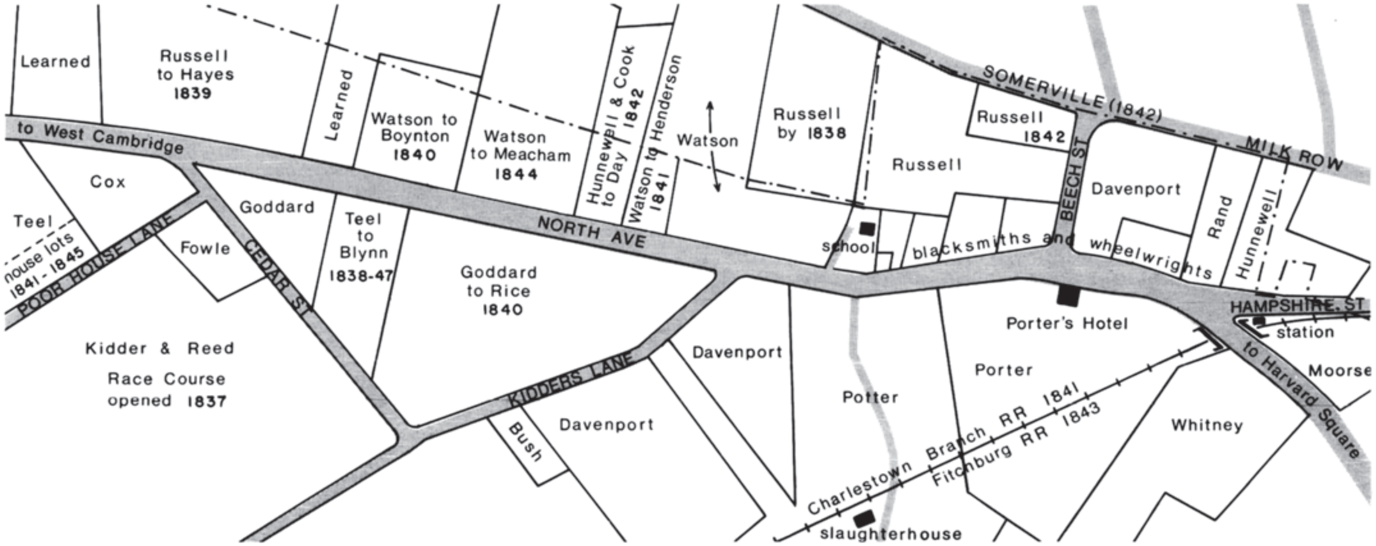
A period of major landscape change occurred in Northwest Cambridge during the 1840s. The suburban wave which had been pressing outward from Boston since the opening of the West Boston Bridge reached North Cambridge by following the newly-laid tracks of the Charlestown Branch Railroad to Fresh Pond. Initially conceived to transport ice, the railroad arranged in 1842 to carry passengers as well, using equipment rented from the Boston & Lowell Railroad. In 1843 the Fitchburg Railroad was chartered to construct a western trunk line on tracks laid parallel to those of the Charlestown Branch. The Fitchburg instituted passenger service between Boston and Waltham in 1843, stopping also at Porter's Station. Two years later, it acquired the ice railroad and improved passenger service substantially. From a new depot near Porter's Hotel, commuter trains ran hourly to Boston, and North Cambridge was soon transformed into a flourishing suburb.

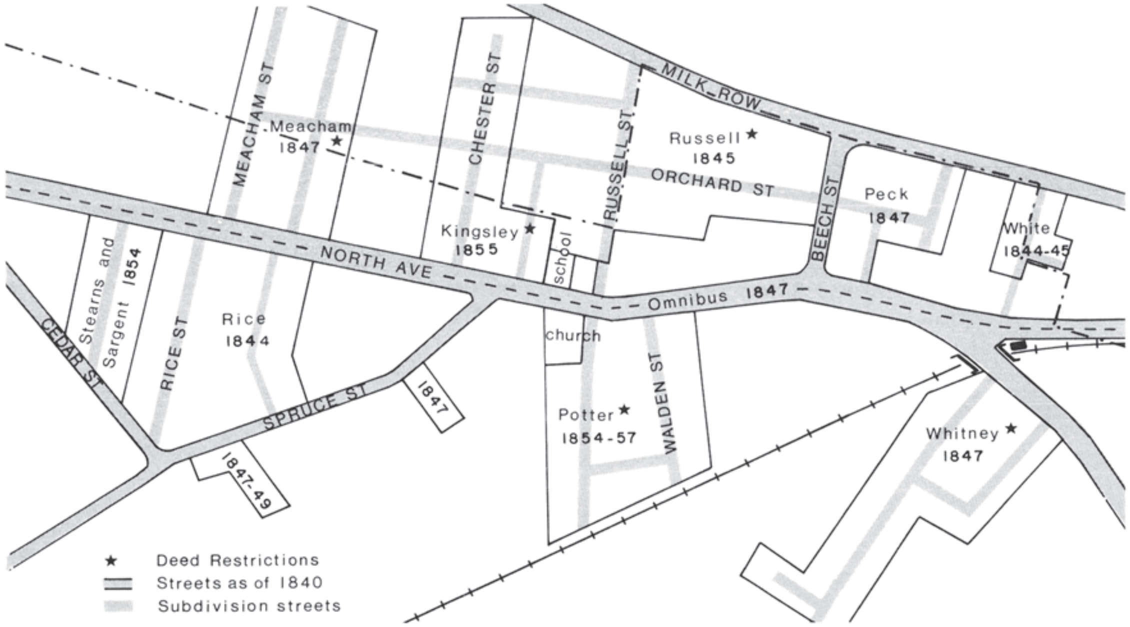
Two groups of residential subdivisions formed the basis for the 19th century middle class neighborhoods of North Cambridge: the Beech Street section near the Charlestown line, and Watson's Plain along North Avenue (Massachusetts Avenue). The first activity centered on the colonial farmsteads of Watson's Plain, but the most successful early suburban neighborhood was in the Beech Street section close to the railroad depot.

The appeal of Watson's Plain may be accounted for by its handsome 18th century farmhouses and the fondness of the 19th century builder for ceremonial streets such as North Avenue — a preference demonstrated elsewhere in Cambridge by the mansions erected along Brattle Street and lower Massachusetts Avenue. Several subdivisions were carved out of the Isaac and Abraham Watson farms (Fig. 51). As the sale of the Watson properties predated the opening of commuter rail service to Boston, the first residential development was of limited size. Between 1840 and 1844 four local tradesmen built modest homes set back from North Avenue in imitation of the existing colonial farmsteads and in so doing established the middle class character of the area.

The first residential subdivisions in North-

51. North Cambridge Land Ownership, 1837-1844.


Learned
Russell to Hayes 1839
Learned
Watson to Boynton 1840
Watson to Meacham 1844
Hunnewell & Cook 1842
Hunnewell to Day
Watson to Henderson 1841
Watson
Russell by 1838
Russell
Russell 1842
SOMERVILLE (1842)
MILK ROW
to West Cambridge
Cox
Teel
house lots 1841 - 1845
POOR HOUSE LANE
Fowle
Goddard
CEDAR ST
Teel to Blynn 1838-47
Goddard to Rice 1840
NORTH AVE
school
blacksmiths and wheelwrights
BEECH ST
Davenport
Rand
Hunnewell
HAMPSHIRE ST
station
Porter's Hotel
Kidder & Reed Race Course opened 1837
KIDDERS LANE
Bush
Davenport
Davenport
Potter
Porter
Charlestown Branch RR 1841
Fitchburg RR 1843
slaughterhouse
Whitney
Moorse
to Harvard Square


MILK ROW
MEACHAM ST
Meacham 1847 ★
CHESTER ST
RUSSELL ST
Russell ★ 1845
ORCHARD ST
BEECH ST
Peck 1847
White 1844-45
Kingsley ★ 1855
school
NORTH AVE
Omnibus 1847
Stearns and Sargent 1854
RICE ST
Rice 1844
CEDAR ST
SPRUCE ST
1847
1847-49
church
Potter ★ 1854-57
WALDEN ST
Whitney ★ 1847
★ Deed Restrictions
Streets as of 1840
Subdivision streets

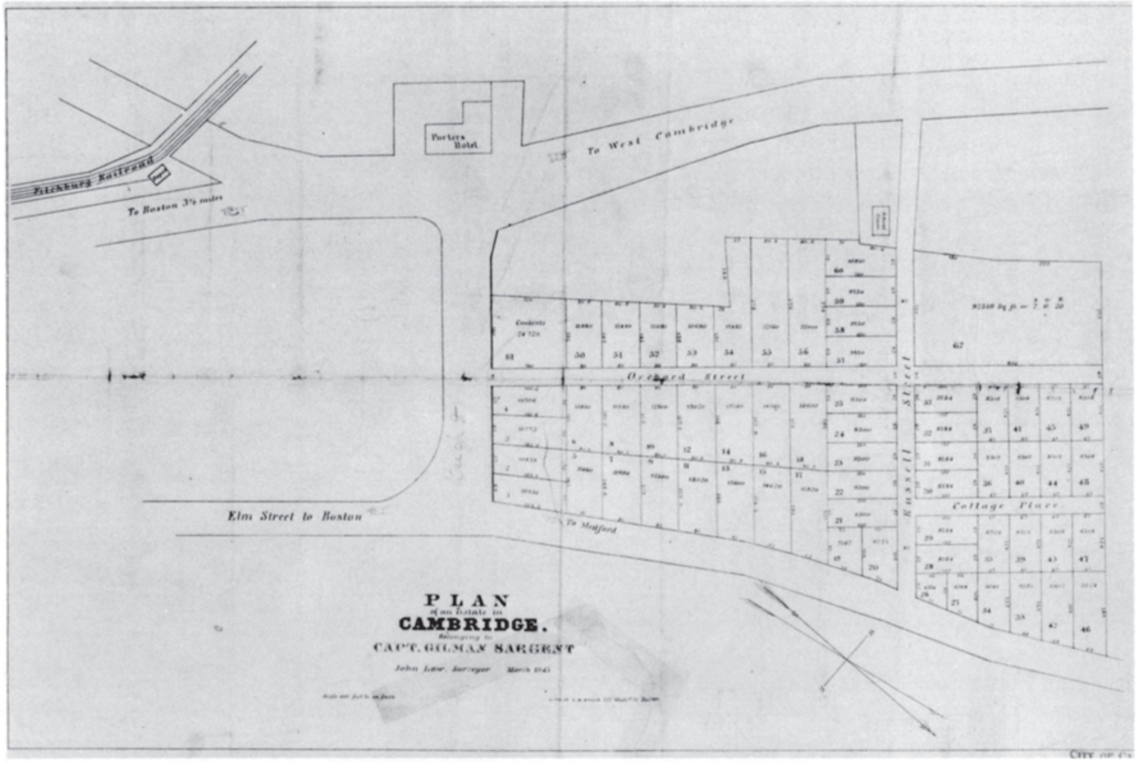
52. North Cambridge Subdivisions, 1844-1857.

west Cambridge were platted in 1844 (Fig. 52). During the spring of that year, Joseph Rice divided his property between North Avenue and Spruce Street (Rindge Avenue). Two streets, Rice and Pond (now Hollis) were laid out at right angles to the Avenue, along with forty standard house lots. Rice, however, had badly misjudged the suburban market, for his subdivision was beyond reasonable walking distance of the Porter Depot. After a year, only two houses had been erected here, and both were occupied by superintendents of local brickyards. Of far greater appeal to Boston commuters was the small subdivision platted at the rear of the Hunnewell property opposite the railroad station. Here Artemas White, a local blacksmith, laid out Cottage Street (now White Street) between Hampshire and Elm Streets in the summer of 1844. With the Brookline housewright Joshua Fernald, he erected ten attractive suburban cottages during 1844 and 1845 which he sold to Bostonians.

A third subdivision was platted by John Low as Orchard Street in 1845 behind the Davenport Tavern on Beech Street (Fig. 53). This was a large tract which Philemon Russell had assembled during the early 1840s from the former Goddard farm and was using as a nursery. An effort was made to create a "quality" neighborhood with sixty large suburban lots, and set-back requirements. Several attractive cottages were constructed by Fernald in 1846-1847 on the sunny side of Orchard Street and these were also sold to Boston families.

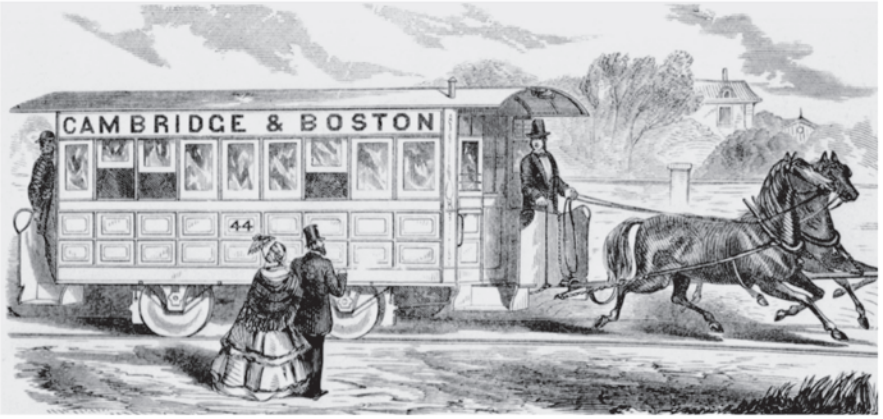
The crest of the first speculative wave in North Cambridge was reached early in 1847 when three subdivisions were projected and hourly horse-drawn omnibus service was established along North Avenue from the depot to West Cambridge (Arlington). Opposite Porter's Tavern, Abel Peck laid out 26 large lots between Milk Row and North Avenue. However, the Panic of 1848 disrupted the venture, and by 1851 only two houses had been constructed.

53. Russell-Sargent Plan, 1845, John Low.

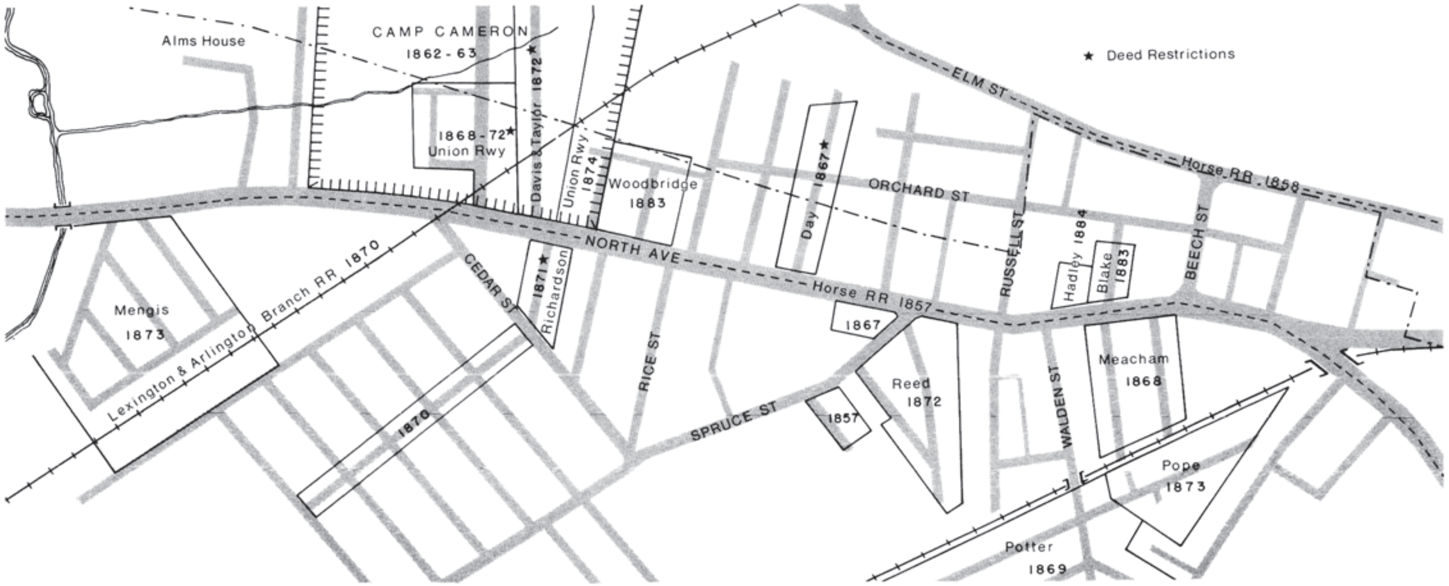

Fitchburg Railroad
To Boston 3½ miles
Porters Hotel
To West Cambridge
Orchard Street
Russell Street
Cottage Place
Elm Street to Boston
To Medford
PLAN
of an Estate in
CAMBRIDGE.
belonging to
CAPT. GILMAN SARGENT
John Low, Surveyor March 1845

Across from Porter's Station on the back slope of Avon Hill, Abel Whitney's large subdivision of the Prentice farm was similarly delayed. Planning a high-income neighborhood with deed restrictions, Whitney laid out Lambert Avenue (Upland Road) and Mt. Vernon Street behind the Prentice farmhouse. However, no building was begun here until business conditions improved in 1851. The third subdivision was that of George Meacham, a partner with Z. B. Porter in the hotel and cattle business. Meacham's subdivision focused on the mid-section of the Avenue, opposite Rice's earlier efforts. Here he laid out Meacham and Dover Streets across the Cambridge-Somerville line (see Fig. 50). Despite generous planning and deed restrictions, the 43 lots were too distant from the railroad station and remained unsold until the economic recovery just before the Civil War.

A second surge of optimism and land speculation welled up in the early 1850s, and despite a short depression in 1857, residential development in North Cambridge reached a peak just before the Civil War. Two subdivisions platted closer to the depot were made highly successful by establishing deed restrictions and building requirements, as well as providing land for community institutions. One subdivision was laid out by Henry Potter on the Abraham Watson estate between North Avenue and the railroad in 1854. Initial plans included only Cogswell Avenue with seven large suburban lots, deed restrictions, and a corner lot on North Avenue reserved for the North Cambridge Baptist Church which had been formed three years earlier. In 1857, Potter laid out Walden Street parallel to Cogswell and bridged it across the railroad tracks to connect with the colonial rangeway near his slaughterhouse.


CAMBRIDGE & BOSTON
44

54. Cambridge Horse Car, about 1860.


Alms House
CAMP CAMERON
1862-63
Davis & Taylor 1872★
1868-72★
Union Rwy
Union Rwy
1874
Woodbridge
1883
Day
1867★
ORCHARD ST
ELM ST
Horse RR . 1858
★ Deed Restrictions
NORTH AVE
Horse RR 1857
RUSSELL ST
Hadley 1884
Blake
1883
BEECH ST
Mengis
1873
Lexington & Arlington Branch RR 1870
CEDAR ST
1871★
Richardson
1870
RICE ST
SPRUCE ST
1857
1867
Reed
1872
WALDEN ST
Meacham
1868
Pope
1873
Potter
1869

55. North Cambridge Subdivisions, 1857-1890.

Across the Avenue on the Daniel Watson estate, a second subdivision was planned in 1855 by C. W. Kingsley, later head of the Cambridge Water Department. Kingsley laid out a high-quality residential area with set-back requirements and prohibitions against offensive trades. The primary axis of his development was Chester Street, which lay at right angles to North Avenue and extended into Somerville. The land along North Avenue was divided into large lots, one of which was given to the City as the site for the new North Cambridge school (2143 Massachusetts Avenue).

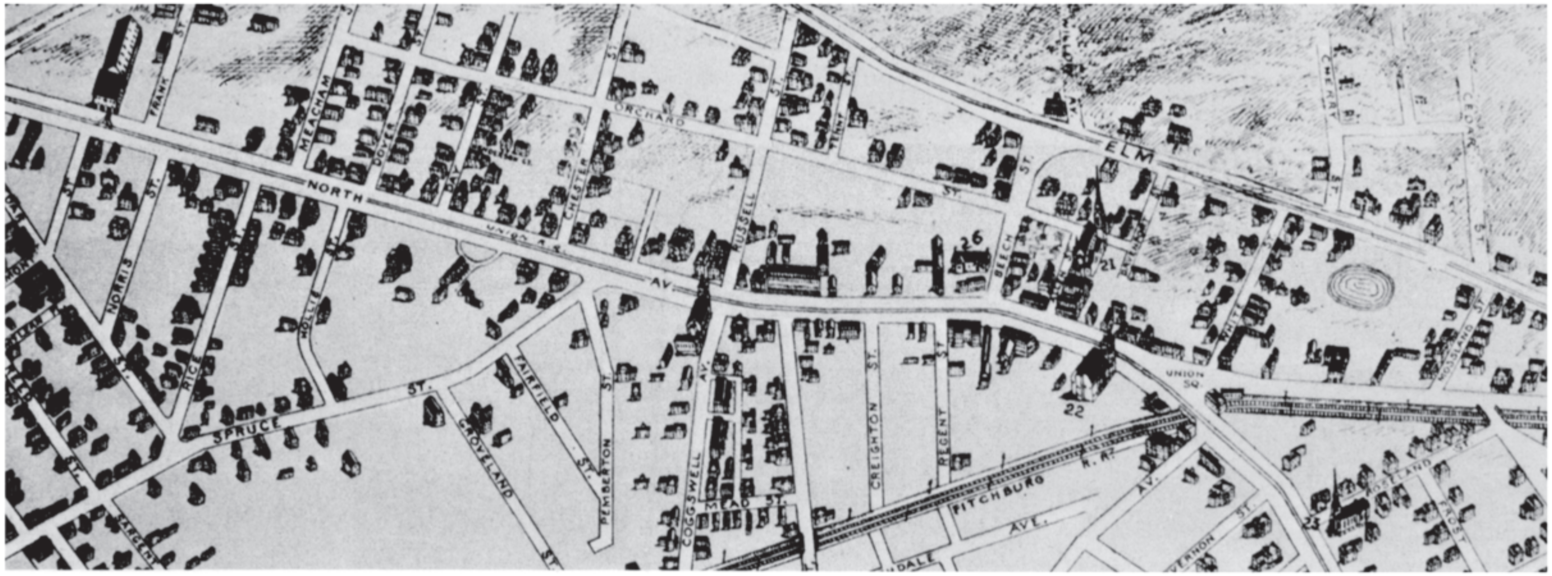
Horse Railroad: 1856-1889

By 1856 the whole middle stretch of North Avenue above Russell Street had been platted, but few homes had as yet been constructed. This was due in part to the great number of desirable home sites still available in the eastern parts of Cambridge, but even more to the limited transportation facilities which made North Cambridge an impractical place of residence for people working in Boston. In 1856, the Cambridge Stage Company, which operated the North Avenue omnibus service, was sold to the Cambridge Railroad Company, which converted the omnibus lines to a horse-drawn street railway. The rails were laid on the unpaved streets, and horses were thus able to pull heavier loads at a greater speed, enabling a reduction of the standard 12½¢ omnibus fare to 5¢ (Fig. 54). In April of 1856, a horsecar line was laid along North Avenue from Harvard Square to the railroad bridge at Porter's Station; its stables were located at Lambert Avenue (Upland Road). A year later the line was extended along North Avenue to West Cambridge (Arlington).

The two-mile route traversed much open farm land, but its presence soon stimulated development, and between 1858 and 1861 a number of suburban houses were erected along North Avenue. Building activity resumed in the Potter and Kingsley subdivisions, especially on Cogswell Avenue and Meacham's vacant tract, which was brought to life by Stephen Stiles, a local housewright, who constructed solid homes on Dover and Meacham Streets. In 1858, a second horse railway was built to connect North Cambridge to Charlestown via Milk Row (Elm Street) in Somerville, stimulating development of the Orchard Street neighborhood.

During the Civil War residential building came to a near standstill. The prosperity which followed brought a frenzy of speculative activity which filled the vacant lots between older homes, as well as subdividing the few large parcels which still remained in the area (Fig. 55). In 1867 both the Rice and Day estates were subdivided along Spruce (now Rindge Avenue) and Day Streets, and houses were quickly erected on these desirable lots. Upon the death of George Meacham in 1868 the cattle yards behind Porter's Hotel were closed and that area laid out as Creighton and Regent Streets. The large lots were divided among Meacham's heirs.

By the early 1870s North Avenue had become a prosperous suburban boulevard. A half-mile of commodious homes on generous lots lined the Avenue from Russell to Hollis Streets. Beyond Hollis Street the suburban character of the Avenue merged into the open fields of colonial farms. The Lexington & Arlington



56. North Cambridge, Bird's Eye View detail, 1877.

Branch Railroad further emphasized this residential division when it built a new line from Somerville to Alewife Brook in 1870 and crossed the Avenue just above the established suburban neighborhood (Fig. 56).

At mid-century North Cambridge had developed into a desirable suburb. Nearly all the houses in the area were owned by men who possessed comfortable incomes. Some worked in Boston, such as the grocer Cornelius Dorr (see Fig. 147); others had Cambridge businesses, such as the Hendersons (see Figs. 148, 149), who manufactured carriages. Even the more modest houses on the side streets bespoke owners with salaries sufficient to allow themselves to enjoy a suburban life (see Fig. 152). These were the homes of hatters and bank clerks from Boston and local horticulturalists and housewrights who had grown prosperous through service to Boston suburbanites.

Building speculators hoping to benefit from the attractive qualities of North Avenue erected less expensive suburban homes on the side streets south of the Avenue near the railroad tracks. Thus, in 1869 a series of inexpensive row houses was built on Cogswell Avenue for the Henderson carriage workers, and about twenty small suburban cottages were built in 1871 on Walden, Rice, Mead, and Norris Streets on vacant lots platted in the 1850s.

During the same period the remaining parcels of the Potter and Meacham estates along Walden Street across the railroad bridge were subdivided by Boston speculators. On the Potter land, Hubbard Avenue and Crescent Street (Richdale Avenue) were laid out with some fifty standard lots parallel to the railroad and near the clay pits. In addition, Mt. Pleasant Street was platted on the back slope of Avon Hill behind the Prentice-Whitney estate. The streets of the Potter estate quickly assumed social gradations which followed the descent down the hill to the brickyards. On Mt. Pleasant Street several large suburban homes and substantial row houses were built and purchased by Boston merchants and widows who were attracted by the adjacent middle class developments on Avon Hill (see *Old Cambridge;* Fig. 52). At the base of the hill, Walden Street was considered sufficiently desirable that suburban homes were erected along the sunny west side during the mid-1870s. Beyond Walden Street, toward the clay pits, the New England Brick Company put up several tenements for brickyard workers. Two other parcels along Walden Street were subdivided: Walden Square (Wood Street), adjacent to the brickyards, and Richdale Avenue, parallel to the railroad. Both failed to attract buyers and were totally vacant when the Panic of 1873 struck.

In the early 1870s several of the farms remaining along North Avenue between Russell and Cedar Streets were offered for sale upon the owners' deaths, and these were quickly bought and subdivided. From the Dickson estate, Dudley Street was laid out for house lots in 1871, complete with deed restrictions, but failed to draw buyers. Similarly, the Watson-Davenport estate at the corner of North Avenue and Spruce Street (Rindge Avenue) was subdivided in 1872 by Joseph Read as Fairfield and Pemberton Streets, with forty suburban lots. A few large houses were built for middle class clientele before the depression halted development further.

Perhaps the most speculative of all tract developments platted in the boom of the 1870s was the subdivision of the Whittemore estate at the end of the Avenue, along Alewife Brook. Laid out just before the Panic in 1873 by C. M. Mengis with 170 narrow lots set between several streets pretentiously called "Avenues" (Whittemore, Kimball, Columbus, Madison and Lexington), the subdivision was a total failure. Coupled with the Panic, the unpleasantness of the location on the Alewife swamp near the railroad, the Poor Farm, and the tanneries proved insurmountable, and only three workers cottages were built.

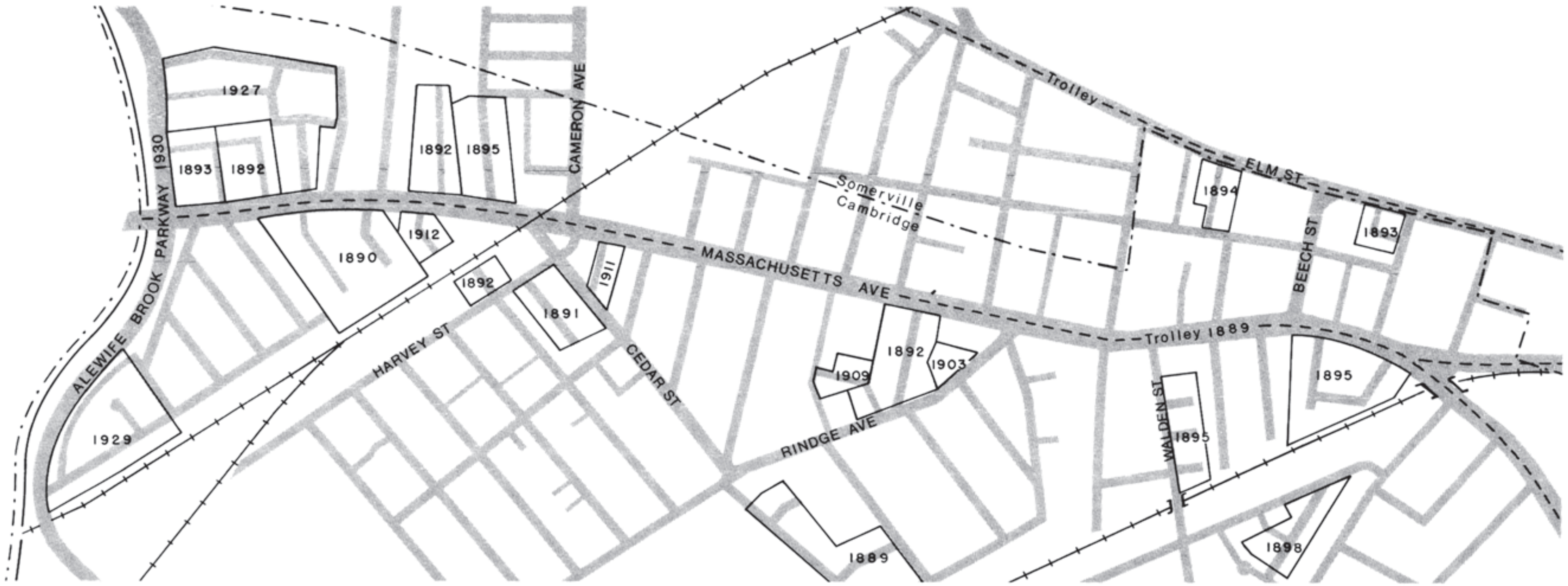
The Panic of 1873 halted North Cambridge suburban development for several years. At first speculative building continued to produce inexpensive Mansard cottages along Walden and Russell Streets, but by 1875 the severity of the depression had undermined the most confident of builders and residential construction ceased.

The first indications of recovery appeared after 1880, as a few large suburban homes were erected on North Avenue and Russell Street. By 1883 confidence had been sufficiently restored to begin to plat new subdivisions. The last portion of the Isaac Watson farm between Meacham Road and the horsecar barns (site of the Elm House hotel) was laid out by Samuel Woodbridge with suburban lots on Locke and Woodbridge Streets. These lots were purchased by newly affluent families, among them the Parry brothers, Dublin brickyard owners. At the same time the early 19th century blacksmith shops on North Avenue between the Henderson carriage factory and the Davenport Tavern were cleared and the area subdivided as Blake and Hadley Streets. This area soon filled with fashionable Queen Anne dwellings which complemented the existing suburban neighborhood on adjacent Orchard Street. Another neighborhood of good quality was developed on the Rindge property between Walden Street and Upland Road. This area formed the back slope of fashionable Avon Hill, and property here was subdivided in 1888 as Whittier and Vincent Streets and lined with rather elaborate double houses designed by leading Cambridge architects.

When speculative builders regained their momentum in the mid-1880s, they turned their attention to the vacant lots on Pemberton, Norris, and Rice Streets. Here they erected modest one- and two-family dwellings, indicating that the character of North Cambridge was changing from an affluent suburban area to a streetcar suburb.

Electric Trolley: 1890-1930

In the last decades of the 19th century, North Cambridge was drawn ever more tightly into the fabric of greater Boston. In 1887 the Boston-based West End Street Railway gained control over the local Cambridge horse car line, and in 1889 the North Avenue horse cars were replaced with electric trolleys. The opening of the Harvard Bridge across the Charles River in 1890 linked the Back Bay directly to Cambridgeport, and in 1893 the road connecting South



57. North Cambridge Subdivisions, 1890-1930.

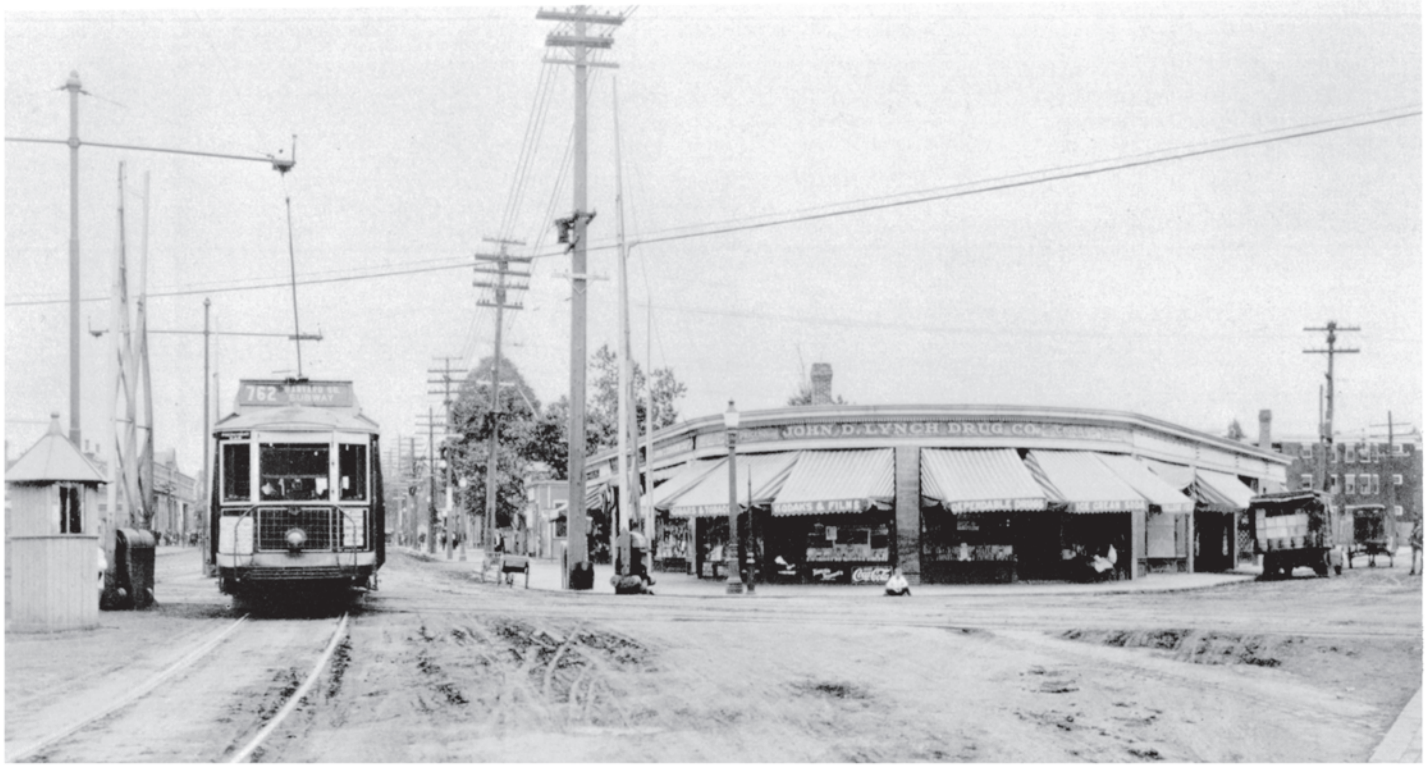
Boston to Lexington was renamed Massachusetts Avenue.

The electrification of the street railway system directly affected the subsequent course of residential development in North Cambridge. The new electric trolleys were considerably faster and less expensive to operate. The traditional five cent fare was maintained and more frequent service to Boston put the suburbs within reach of working class families. The obvious result was a rapid subdivision of the remaining farmland along the Avenue, particularly the section from the Lexington & Arlington Railroad to Alewife Brook (Fig. 57).

The initial developer of this area was Francis Henderson, the carriage manufacturer, who purchased the former Dickson farm near the Poor Farm and the tanneries. In 1890 he laid out Brookford Street and Cottage Park Avenue, and, in 1892-1893, Newman, Gladstone, and Bismark (Foch) Streets. Henderson quickly filled the lots with inexpensive single houses "designed for people of very moderate means", according to the *Cambridge Tribune* of 1891. In a similar manner, Henry Gould packed Clarendon Avenue with simple tract houses in 1895. The last parcel of open land along the Avenue, the Cook-Learned farm, was laid out in 1892 as Washburn Avenue and in 1895 as Yorktown Avenue (Gold Star Road). These streets were at first built up with modest single-family dwellings, but the increasing demand for housing near the trolley line encouraged the construction of two-family houses after 1900. This shift to higher residential densities was also evident in other North Cambridge neighborhoods. Just off the Avenue tracts which had remained vacant since the 1873 depression were finally subdivided in the mid-1890s and filled with two-family houses for both the middle and working classes: Haskell Street (1892); Sycamore, Cypress and King Streets (1895); Miller Street (1895); Porter Road (1895); and Buena Vista Park (1897).

The stability of the substantial neighborhood along Massachusetts Avenue was now called into question as the side streets filled with tract housing. In addition, the noise and vibration of the electric trolleys threatened the quiet and comfort of the area, and after 1895 no large single family homes were built upon the Avenue (Fig. 58, 59). As the prosperous suburban families moved away, the residential vista up the Avenue was transformed. At first the old mansions were simply converted into doctors' and lawyers' offices, funeral parlors, social clubs, and rooming houses, with very little exterior change except for a painted sign. After 1910, however, the suburban lawns were filled with stores that obscured the houses behind them. Moreover, commercial development destroyed the remaining fragments of the colonial landscape, as one by one the farmhouses that had lined the Concord highway in 1775 were razed for store blocks. By 1923, not a single colonial house was left on the Avenue.

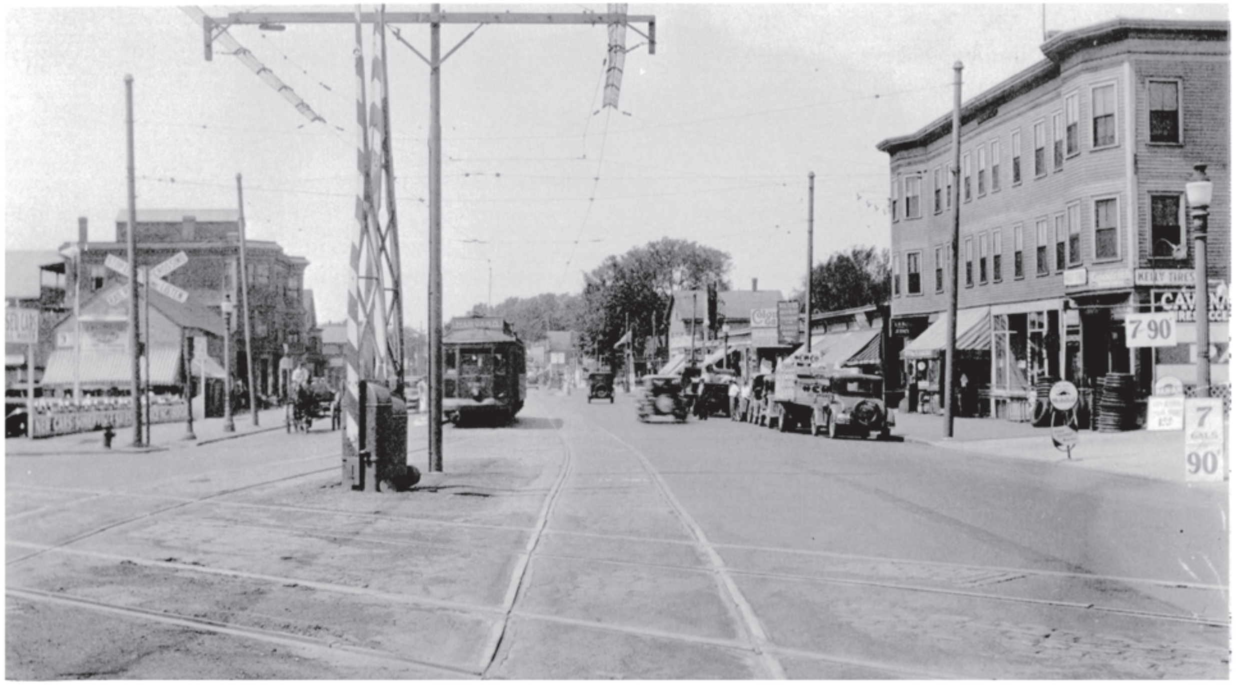
In the early 20th century, North Cambridge builders turned to even higher residential densities. After 1905 three-deckers, rather than two-families, became the most common housing type, as on Cambridge Terrace and Alberta Terrace. The opening of the subway to Harvard Square in 1912 encouraged the building of substantial brick apartments near the Massachusetts Avenue trolley line in the years before and after the First World War.



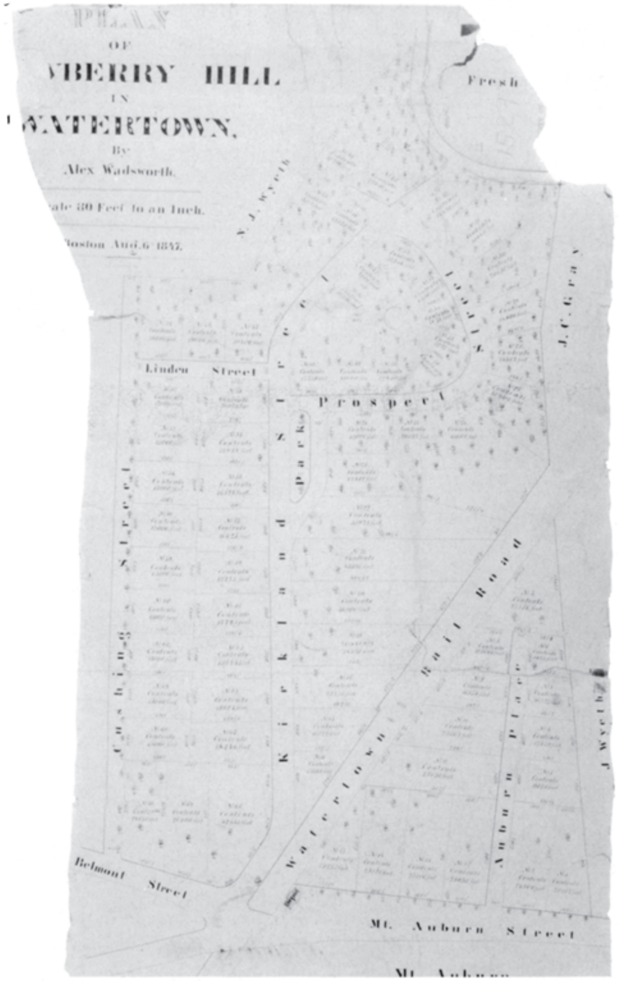
58. Massachusetts Avenue
at Railroad Crossing,
looking east, about 1920
Lynch's Drug Store, 1909,
G. M. Taylor.
Now 2408-2420 Massachusetts
Avenue.

After the First World War, gas stations and diners sprang up on vacant corners along upper Massachusetts Avenue, as the wide highway became the primary traffic artery to suburban Arlington and Lexington. The Metropolitan District Commission stabilized the flooding problem along Alewife Brook and opened its new four-lane motor parkway during 1930-1931. With this improvement, two modest residential subdivisions were laid out nearby, the final phase of suburban housing in North Cambridge before the Great Depression. The Muller tannery and the City Alms House at Churchill Avenue had been closed in 1927, and Tannery Brook was placed in a culvert to form Murray Hill and Matignon Roads and Muller and Richard Avenues. These streets were filled with standard two-family houses. Similarly, the old Penny farm on Kimball Street was cleared in 1929 and the new streets, Seagrave Road and Kassul Park, were built up with modest one- and two-family houses in the early 1930s.

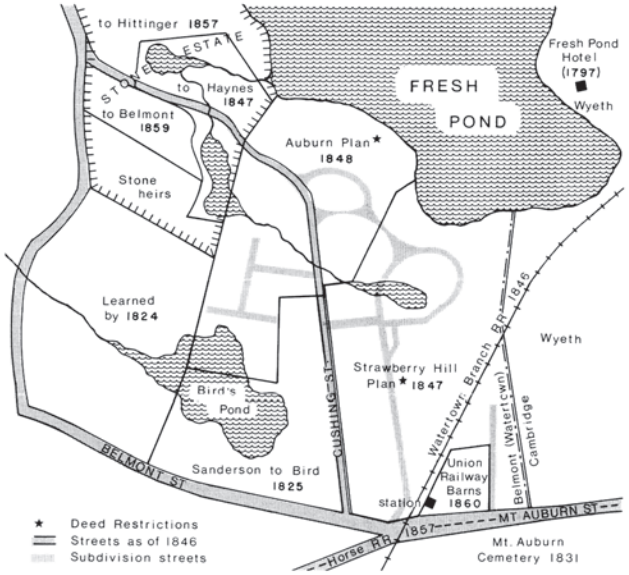
59. Massachusetts Avenue
at Railroad Crossing,
looking west, about 1930.



Strawberry Hill and Aberdeen Avenue


PLAN
OF
BERRY HILL
IN
ATERTOWN.
By
Alex Wadsworth.
Scale 80 Feet to an Inch.
Boston Aug 6 1847.
Fresh
Linden Street
Prospect
Park
Kirkland Street
Waterlown Road
Auburn Place
Belmont Street
Mt. Auburn Street
J. C. Gray
J. Wyeth

61. Strawberry Hill Plan, 1847, Alexander Wadsworth.


to Hittinger 1857
STONE ESTATE
to Haynes 1847
to Belmont 1859
Stone heirs
FRESH POND
Fresh Pond Hotel (1797)
Wyeth
Auburn Plan 1848
Learned by 1824
Bird's Pond
Strawberry Hill Plan 1847
Wyeth
CUSHING ST
Watertown Branch RR 1846
Belmont (Watertown) Cambridge
Sanderson to Bird 1825
Union Railway Barns 1860
station
BELMONT ST
MT AUBURN ST
Horse RR 1857
Mt. Auburn Cemetery 1831
★ Deed Restrictions
Streets as of 1846
Subdivision streets

60. Strawberry Hill Land Ownership, 1825-1860.

The history of the Strawberry Hill neighborhood follows a pattern similar to that of North Cambridge, in which improved passenger transportation in the 1840s opened the area to suburban development. Set in the rolling glacial topography between Fresh Pond and Mount Auburn, the natural landscape proved to be the area's principal asset, while its location along the main highway and its poor soils attracted urban fringe activities which determined the area's social character. Initially part of Watertown, Strawberry Hill was included with the new town of Belmont in 1859, and then was annexed to Cambridge in 1880.

By 1840 the Strawberry Hill area was already established as a peripheral zone of activity, divided into small parcels dating from the colonial period. The Watertown Road (now Mt. Auburn Street) served as the axis of development, with the Richardson-Bird Tavern as its focus. On the south side of the highway was Mount Auburn Cemetery, established in 1831, and on the north side was an "ancient way" (now Cushing Street) that led to Jesse Bird and Thomas Colburn's slaughterhouse (now Huron and Park Avenues) and the Fresh Pond ice houses of Nathaniel Wyeth beyond the Harvard College Pasture.

The establishment of regular omnibus service from Harvard Square to Mount Auburn Cemetery in 1845 and the opening of the Watertown Branch Railroad depot at Mt. Auburn and Belmont Streets in 1846 spurred development of the upland overlooking Fresh Pond (Fig. 60). William Dennet and the other Boston developers purchased the Bird-Colburn and the Wyeth lands in 1847 and created two remarkable residential subdivisions that took advantage of the hilly site.

The Bird-Colburn estate was laid out as "Strawberry Hill" by the talented Boston surveyor Alexander Wadsworth (1806-1898). In the center of the parcel Kirkland (Holworthy) Street and Auburn Place (Homer Avenue) were laid out with standard house lots. However, where the topography provided a panorama of Fresh Pond, Wadsworth arranged Prospect Street around the hill crest and included a small oval "Park". Both these features relate to picturesque landscaping techniques Wadsworth had developed while surveying Mount Auburn Cemetery in 1831 and had applied to his Newton subdivisions in the 1840s (Fig. 61).

On Wyeth's pasture a group of Boston businessmen hired John Low in 1848 to lay out a residential subdivision named "Auburn". Low surveyed a small grid of streets around Wyeth's tenant house (6 Vineyard Street, see Fig. 336) and, following Wadsworth's example, laid out a circular drive called "Woodland Street" overlooking Fresh Pond. The standard house lots on this circular drive were put up for auction in the fall of 1849 and sold primarily to Boston merchants and tradesmen.

In spite of the attractive setting, convenient transportation, picturesque design, and protective deed restrictions, both subdivisions were still vacant in 1850. The failure of these subdivisions was related to the Panic of 1848, but was perhaps more directly influenced by their distance from established churches and schools, which discouraged middle class Boston families. In the end, these problems proved stronger than the attractiveness of the area, and the winding avenues were abandoned in the late 19th century.

Limited development did occur during the early 1850s. While large attractive lots remained vacant, several modest houses for local craftsmen were put up along Vineyard Street, and a group of workingmen's houses was built on the small lots on Auburn Place (Homer Avenue) next to the railroad tracks. By 1854 the entire Prospect Street subdivision was abandoned and sold to James Brown for access to the Fresh Pond ice operations. The opening of the Cambridge-Watertown horse car line in 1856-1857 did little to attract suburban buyers, so in 1860 the Union Railway itself purchased the lots next to the depot for its carbarn and stables (see Fig. 314). Following this change in the area, deed restrictions were relaxed and the lots made available to Irish laborers. During the mid-1860s approximately a dozen modest homes were built along Cushing and Holworthy Streets (then known as East Village), a process which continued into the early 1870s.

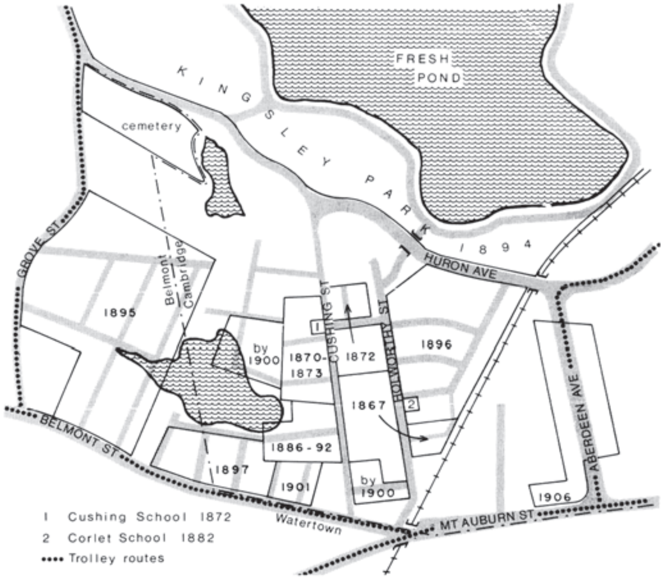
Adjacent to both Auburn and Strawberry Hill along Belmont and Cushing Streets was the Joseph Bird estate. During 1870-1873 the far end of the estate near Vineyard Street was subdivided for house lots (Fig. 62). To serve the growing neighborhood, the Town of Belmont erected a schoolhouse on Cushing Street in 1872 (see Fig. 235). Further growth was halted abruptly by the Panic of 1873, but the pattern of modest single and double houses was continued when building resumed in the mid-1880s.

The potential of Strawberry Hill as an attractive subdivision was again seriously proposed by developers in 1894, when Kingsley Park and Huron Avenue were laid out and the Fresh Pond vista was restored by the removal of the ice houses. Moreover, the opening of the electric street car lines on Huron and Aberdeen Avenues (1896), Belmont Street (1898), and Grove Street (1906) provided quick and inexpensive access to Harvard Square, Watertown, and Belmont. The initial impact of these improvements was to encourage the subdivision of the remaining open land along Belmont Street and Huron Avenue: the Learned farm in 1895 and 1909, Kingsley Park Highlands in 1896 (replatted on the site of Wadsworth's Prospect Street) and the Bird estate in 1897 and 1901. Along Belmont Street, tract builders created a typical streetcar suburb of the early 1900s, with middle class two-family houses, three-deckers, and corner stores at the trolley stops. The parkway landscaping along Huron Avenue overlooking Fresh Pond was intended to attract expensive single-family homes. Instead, residential development followed the modest tone set by the neighborhood, with well-built two-families and small singles.

While similar to Strawberry Hill in its character, Aberdeen Avenue developed from an urban fringe activity, Alexander McDonald's memorial works opposite Mount Auburn Cemetery. Originally part of the Jonas Wyeth estate, the land had been acquired by McDonald in 1867 and a railroad spur was constructed across the property to carry marble and granite. When the Huron Avenue trolley line was extended from Lakeview Avenue to join the Mt. Auburn Street line in 1896, the route was placed across McDonald's monument works to avoid the Brattle Street estates. McDonald Street was redesigned as Aberdeen Avenue, a formal boulevard with its center reserved for the trolley tracks, thus providing a landscaped corridor between Mount Auburn Cemetery and Kingsley Park at Fresh Pond.

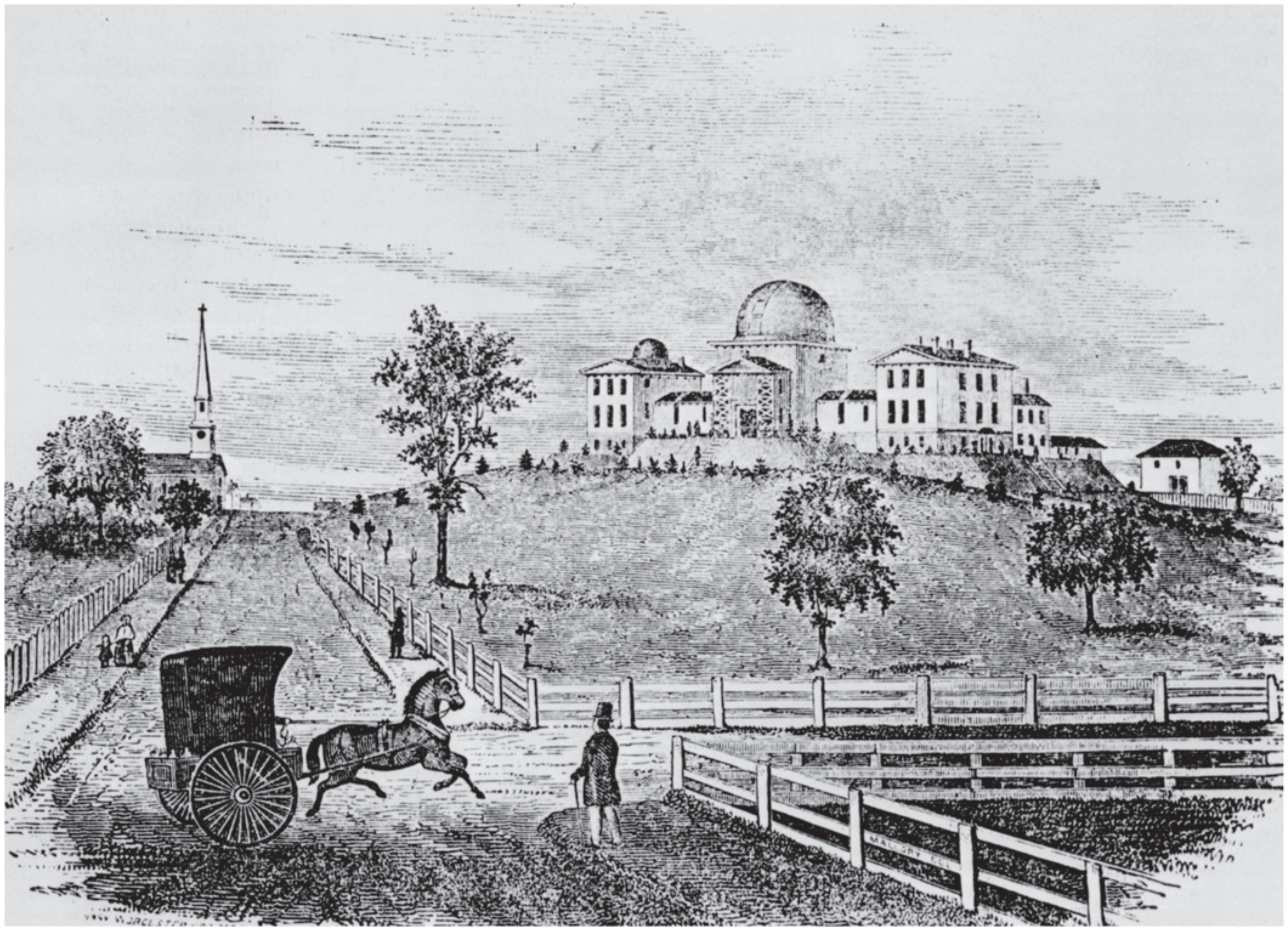
After McDonald's death in 1907, the Suburban Realty Company platted house lots along Aberdeen Avenue, leaving the industrial land to the rear (formerly Gordon Linen). By the First World War Aberdeen Avenue resembled a Midwestern speculator's subdivision with seemingly endless rows of trolley poles and newly planted trees, a landscape completed in the 1920s with two-family houses (Fig. 63).

62. Strawberry Hill Land Ownership, 1870-1910.



63. Aberdeen Avenue, looking north, about 1920. Gale Lumber office (now Mt. Auburn Library, left center).

Backslope and Huron Avenue

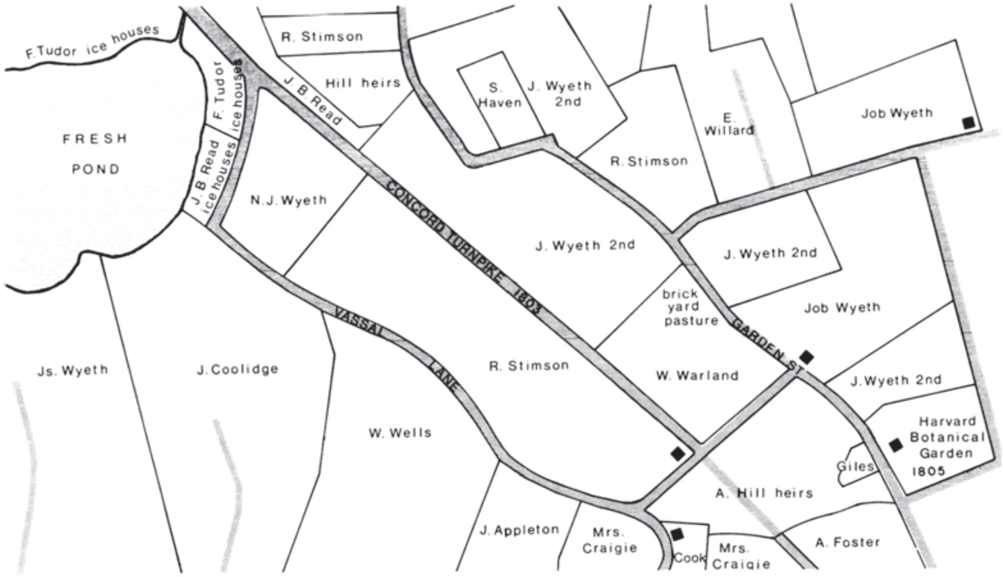


65. Observatory Hill from Concord Avenue, looking west,
Gleason's Pictorial, 1851.
Harvard Observatory (right),
St. Peter's Church (left).

Beyond Old Cambridge, down the backslope of the low glacial moraine that is Avon, Observatory, and Reservoir Hills, was a vast expanse of land which was only belatedly absorbed into the 19th century suburban network. Bordered by Fresh Pond and the Great Swamp, this area remained isolated during the speculative booms which began in North Cambridge and Mt. Auburn in the 1840s. At mid-century, the area was connected by a few roads from Old Cambridge: Vassal Lane, Garden Street, and Raymond Street, which ran down the slope to the marsh. The only through road was the Concord Turnpike (1808) which crossed Alewife Brook, linking Cambridge with the western agricultural towns. Homogeneous in topography, the backslope was divided among the Brattle Street estates and Cambridge farmers with provincial agricultural interests. The dividing line was Vassal Lane, a social boundary which persisted well into the 20th century.

As in other sections of Northwest Cambridge, the backslope was at the very edge of the suburban development which had affected Cambridgeport and Old Cambridge in the early 19th century (Fig. 64). Except for the Fresh Pond ice houses, most land in the 1830s and 1840s was used for pasture or crops, and good land on the slope was still considered worth assembling for agricultural purposes, as Royal Stimson did in 1832 when he established a nursery. The rest of the farm land was owned by various members of the Wyeth family and was probably planted as market gardens or left as pasture for dairy cattle. South of Vassal Lane were the tail ends of the Loyalist estates, owned by prosperous families which had acquired the commodious Brattle Street mansions in the early 19th century. In contrast, the entire backslope had only four farmhouses, all clustered near the hill crest on Concord Avenue.

The first indications of change were felt in the 1840s. In 1845, Harvard College purchased



64. Backslope Land Ownership, 1840.

part of the Hill estate for its Observatory (Fig. 65). Next, Cambridge brickmakers, following the lead of the Charlestown entrepreneurs, began acquiring the claylands along Garden Street (see Brickyards section), and within five years had created a brickyard village on Concord Avenue.

Improvements had been made in the basic street network which tied the area more firmly to North Cambridge. Walden Street, originally a colonial rangeway, was extended from North Avenue across to Reservoir Street at Vassal Lane in 1857, and Dublin (now Sherman) Street was extended beyond Walden Street to meet directly with Garden Street at Wyeth Square (now Taylor Square) about 1860.

For a decade after the Civil War, there was no significant change on the backslope. Economic expansion did generate a speculative boom but all this ended with the Panic of 1873 (Fig. 66). The Stimson farm was divided among the brickmakers Sands and Turner and a Chelsea developer who laid out Appleton and Saville Streets as a modest subdivision in 1871. A similar effort was made along Walden Street in 1872 near the Parry Brothers brickyard, but the undesirable location brought failure and eventual abandonment.

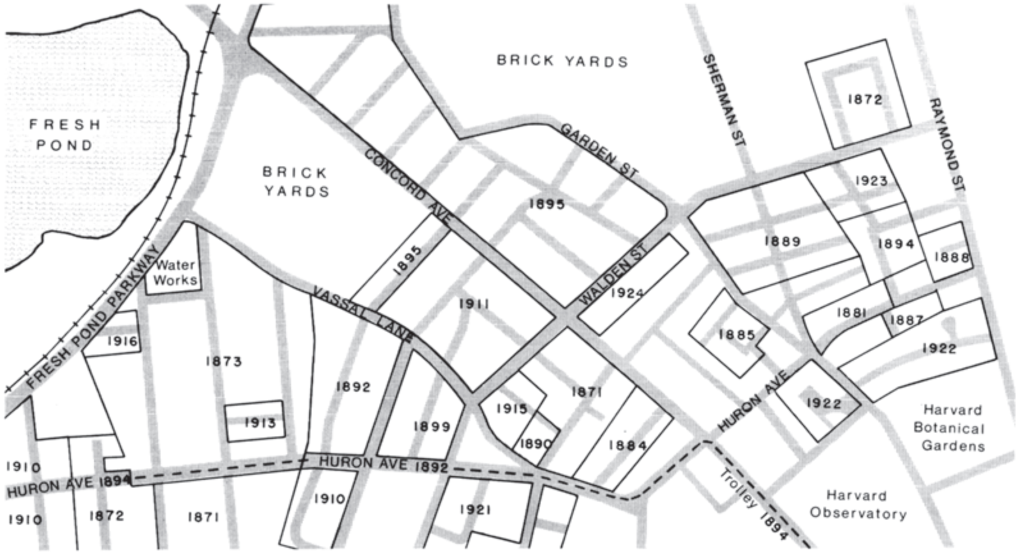
The remaining Brattle Street estates were purchased by Boston speculators, the Coolidge estate by Davis & Taylor, and the Wyeth-Gray property by Niles Brothers. These two firms laid out a subdivision during 1870-1873 with long parallel streets — Hawthorne (now Grozier Road), Lakeview, Lexington and Standish Avenues — reaching back over the brow of the hill. A cross street, called Huron Avenue, was laid out to link the two subdivisions, and a railroad station opened at the end of Lakeview Avenue in 1877. Around this isolated axis a small group of speculative houses was built in the mid-1870s and sold to Boston buyers. Once established, this cluster continued to develop despite the depression, providing a nucleus for later growth.

In the 1880s there was renewed effort at suburban subdivision on the backslope, especially on the small parcels between Vassal Lane and Raymond Street. Having no access to horse car service, this area was limited to local brickyard workers and stable keepers. To eliminate this problem, a street railroad line was projected in 1885 along Concord Avenue, Walden, Dublin (now Sherman), and Spruce (now Rindge Avenue) Streets to join with the North (now Massachusetts) Avenue car line in North Cambridge. This proposal encouraged the subdivision of Royal Avenue in 1884 and Orrin and Winslow Streets on the abandoned Cofran & Sands brickyard in 1885. The street railroad, however, was never built, and the two subdivisions remained vacant. Yet, the continued prosperity of the brickyards did promote a market for working class homes. Thus, Wiklow (Stearns) and Kildare (Fenno) Streets were laid out in 1889 and Hutchinson Street in 1890, and were quickly filled with tract dwellings.

The isolation of the backslope was dramatically altered in the mid-1890s upon the opening of an electric streetcar route through the area (see Fig. 66). Opposition by Brattle Street residents to the newly-perfected electric trolley had forced the West End Street Railway to choose an alternative route behind Reservoir Hill. Starting at Craigie Street, the trolley went up Concord Avenue, across the tail end of the Brattle Street estates to the small neighborhood at Huron Avenue, finally circling around to join the Mt. Auburn car line in front of the Cemetery. To accommodate the new car line, Huron Avenue was widened and extended in both directions during 1892-1894, providing a commodious 80 foot thoroughfare winding from Observatory Hill to Kingsley Park at Fresh Pond. During 1894 the streetcars ran only to Lakeview Avenue, but in 1896 the service was extended to Mt. Auburn Street.

The Huron Avenue trolley line was the only streetcar route in Cambridge to be located across an undeveloped area and outside the existing street network. Real estate speculators waxed euphoric over the potential along the Huron Avenue car line. As L. M. Hannum observed in *The Cambridge of Eighteen Hundred and Ninety-six,* "A rapid growth of this section of our City may be predicted, as hundreds of acres of available land await and invite occupancy."

The effects of the trolley immediately justified this optimism by stimulating further subdivision of land and development of vacant tracts along the new route. Huron Avenue now cut through the abandoned Fayerweather subdivision, and the land was sold by its owner, the Civil War General Edward W. Hincks, and



66. Backslope Subdivisions, 1870-1925.

replatted with new streets: Chilton in 1892 and Whitney Avenue (now Granville Avenue) in 1899. In the early 1890s a few substantial houses were built along Huron Avenue. Through trolley service to Harvard Square and Boston encouraged more intense residential development. During the early 1900s the side streets were built up with two-family houses, then with three-deckers, into a classic streetcar suburb. Once the residential neighborhood was established, commercial growth followed at the trolley stops. By the First World War, store blocks had been erected on Concord Avenue near Huron and along Huron Avenue near Standish Street.

On the other side of Vassal Lane, along Concord Avenue, were the abandoned claypits of the Bay State Brick Company. Although this area was well beyond the Huron trolley, it was graded and platted as a subdivision in 1895. The vast flat tract between Concord Avenue and Garden Street was laid out with a street grid which incorporated naturalistic design features. The bend in Garden Street was repeated at the junction of Fayerweather and Field Streets, "University Square" (now Moody Square), and the streets were named after shrubs and trees: Birch, Dale, Fern, Hazel, Ivy, and Alpine. At the same time, Chilton Street was extended across the brickyards, linking the Bay State subdivision with Huron Avenue. The peripheral location discouraged any building for more than a decade, but after 1910 the Huron Avenue tract builders moved into the area with their standard two-family designs.

Subdivision of the long-abandoned Turner brickyard between Vassal Lane and Concord Avenue finally occurred in 1911, thus firmly uniting the Huron Avenue street grid with the Bay State neighborhood. Hutchinson Street was extended in 1915, and the Concord Avenue area was just being developed with modest two-family houses when the First World War restricted further private building. Construction resumed in the early 1920s, and the two-family pattern established before the war was continued, as seen in the platting of the remaining vacant parcels along Walden Street in 1923. Like the Race Course and Strawberry Hill in the mid-19th century, and unlike Huron Avenue, these Concord Avenue subdivisions failed to attract many potential suburbanites, perhaps because of the brickyard associations and the inadequate public transportation (see Fig. 49). Consequently, the area was settled by Black families seeking modern suburban housing beyond the confines of the South End in Boston in a social pattern that was firmly established by the mid-1920s.

Brickyard Subdivisions

Eighteen forty-four, the same year that saw the establishment of North Cambridge as a commuter's suburb, also marked the foundation of Dublin, the workers' neighborhood created around the newly opened brickyards. Development of both communities was made possible by the Charlestown Branch Railroad, which provided the vital line to Boston. But here the parallel ends. The brickyard laborers were primarily Irish Catholic immigrants, destitute refugees from the Potato Famine who became social outcasts in Protestant Cambridge. Moreover, much of the land around the brickyards bordered the Great Swamp, an area isolated beyond the fringes of Old Cambridge, accessible only by Kidder's Lane (Rindge Avenue) and Garden Street.

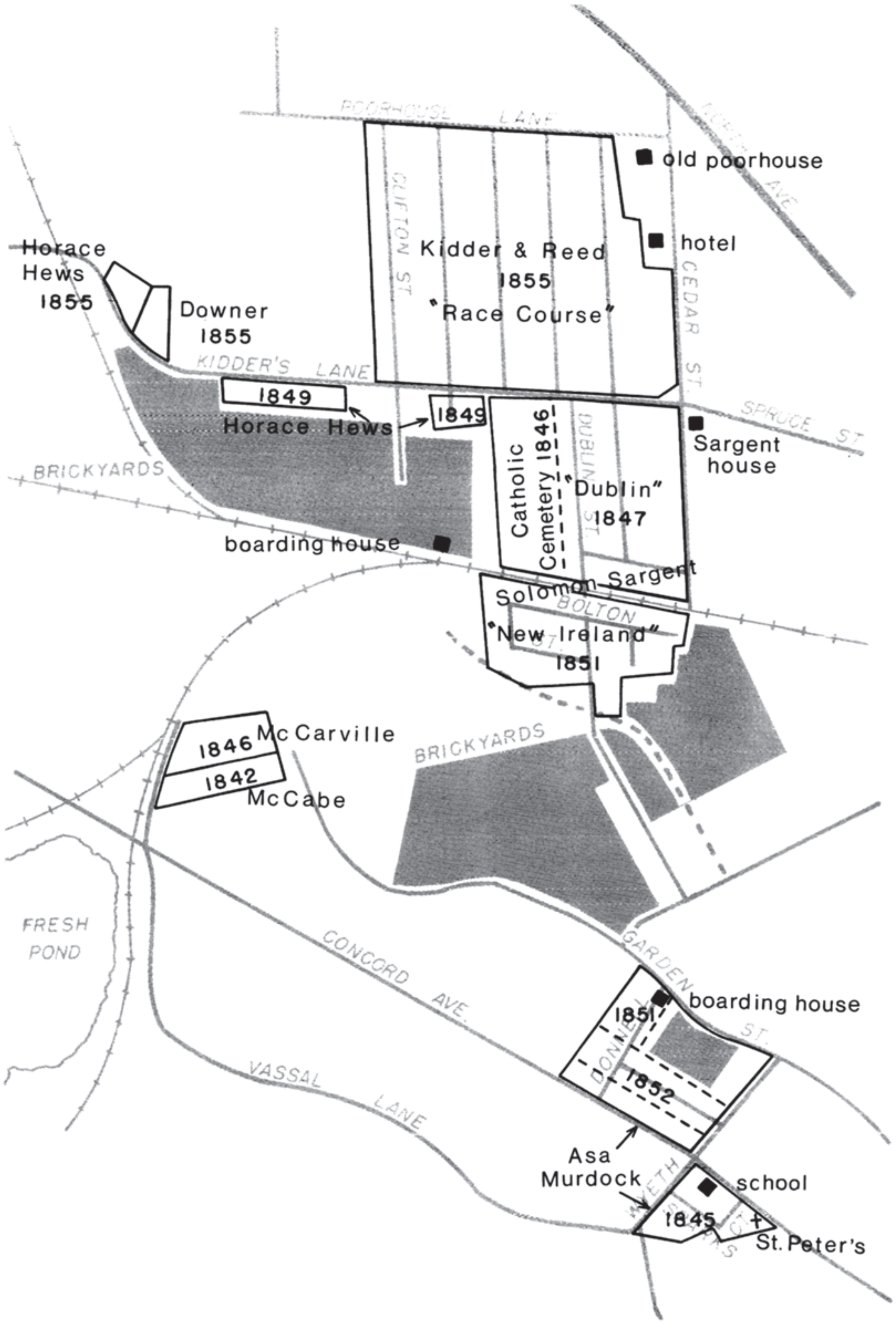
The residential fabric created for the brickyard workers resembled the California mining camps of the same decade, though the valued resource in Cambridge was blue clay. During the frenzied period of 1844-1846, the shelter provided for the Irish laborers was as insecure and as temporary as the new brickyards. Prejudice and destitution closed out the only available housing at Porter's and other hotels, and there were few farmers willing to rent to immigrant laborers. The more fortunate workers were able to find space in the small Irish settlement along the ice railroad (New Street) at the home of Miles McCabe, built in 1842-1843. The rest apparently lived in tents or crude shanties beside the claypits, as their names are found squeezed at the end of the tax lists assigned to the various brickyards.

Temporary living arrangements continued through 1847, when determination of the best clay land had been made. The brickyards thus firmly established, the landowners and operators were now willing to invest effort and money in housing facilities for their workers. The response varied among owners and operators, and there was no attempt at coordination or planning for the brickyards area as there had been in the textile towns of the Merrimack Valley. Yet, over the next decade, those involved with land ownership, subdivision, and house building for the laborers evolved a loose association of development for the brickyards and the Irish community. Two housing solutions for the Irish workers were devised: the brickyard boarding house, and the residential subdivision. Of the two options, the subdivision was found to be the most desirable for the owner and operator, since it disposed of land that could not otherwise be used for brickmaking.

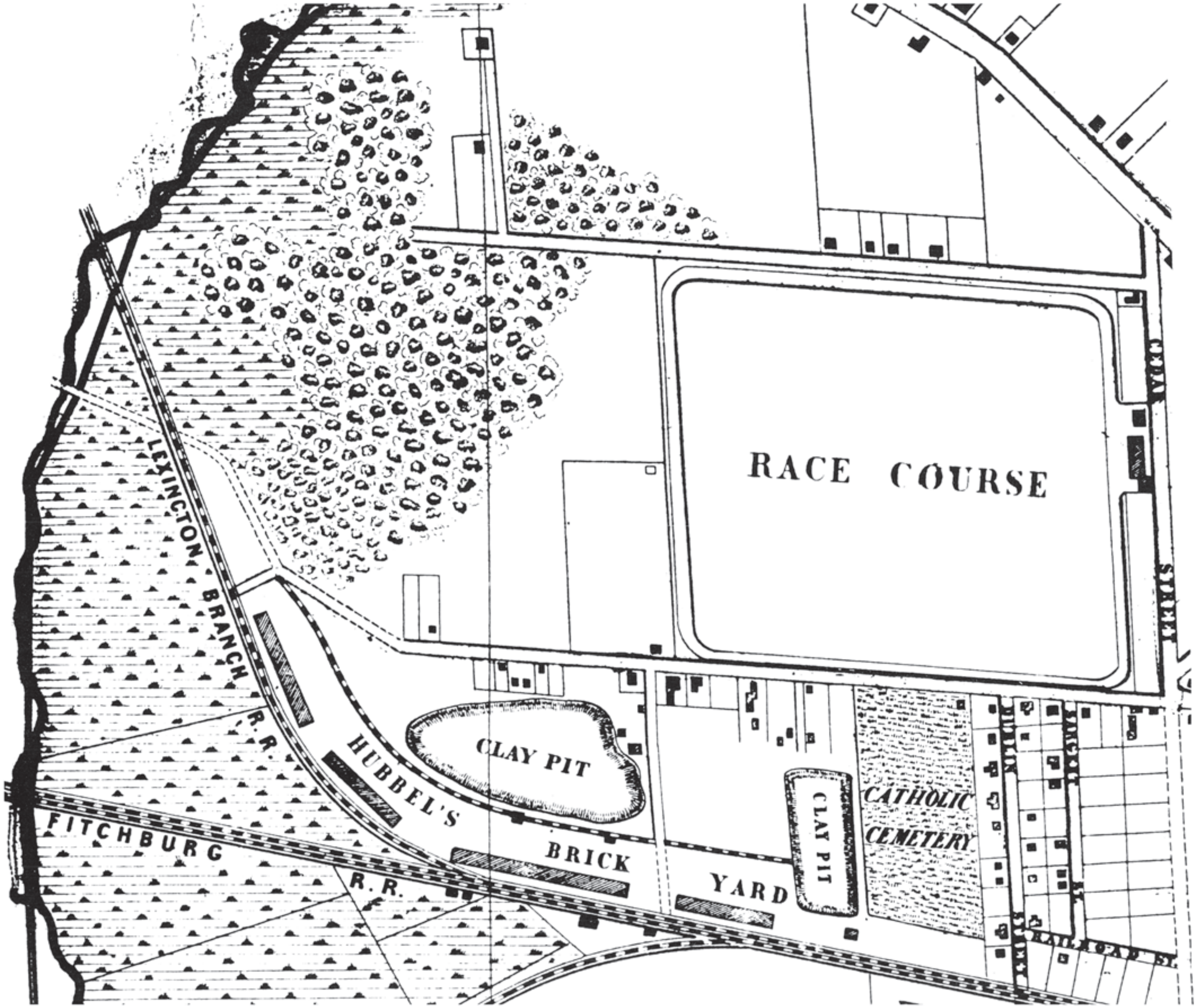
Two groups of housing plats made accommodation in their design and selling policy to the brickyard laborer (Fig. 67). The largest subdivisions were developed around the Hubbell & Abbott brickyards along the Fitchburg Railroad and Kidder's Lane (Rindge Avenue) under the direction of Solomon Sargent, a local farmer and entrepreneur, and Horace Hews, a brickmaker and land speculator. A second sequence of subdivisions was platted around the Sands and Cofran brickyards on Garden Street by Asa Murdock, a Cambridgeport trader.

Murdock's subdivisions were the first to incorporate house lots for brickyard laborers, creating a miniature village in which workers homes were set behind those of the brickyard owners. Murdock purchased two parcels near the new Harvard Observatory in 1845: the Warland lot, which included the 18th century Brickyard pasture (Orrin and Winslow Streets); and a portion of the Hill estate, along the crest of Concord Avenue. As the Hill land contained no workable clay, it was subdivided into five large suburban lots fronting the Avenue and ten small (50 x 80 foot) lots packed along an alley called Sparks Court (Manassas Avenue). The subdivision stood vacant until 1847, when the alley lots were bought by Irish laborers who erected small workers cottages.

The Concord Avenue lots were magnificently sited at the top of the hill and were chosen as the central location for social facilities that served the burgeoning Irish neighborhoods along the Charles River marshes (Mt. Auburn Street) and the North Cambridge brickyards. One lot was purchased by Patrick Holley of Boston in 1847 as the site for the new Cambridge parish church, St. Peter's, which was


POORHOUSE LANE
NORTH AVE
old poorhouse
hotel
CLIFTON ST
Kidder & Reed
1855
"Race Course"
CEDAR ST.
Horace
Hews
1855
Downer
1855
KIDDER'S LANE
1849
Horace Hews
1849
Catholic
Cemetery 1846
DUBLIN ST.
"Dublin"
1847
SPRUCE ST
Sargent
house
BRICKYARDS
boarding house
Solomon Sargent
BOLTON ST
"New Ireland"
1851
1846
McCarville
1842
McCabe
BRICKYARDS
FRESH
POND
CONCORD AVE.
GARDEN ST.
boarding house
1851
DONNELL
1852
VASSAL LANE
Asa
Murdock
WYETH
school
1845
SPARKS CT
St. Peter's

67. Brickyard Subdivisions, 1840-1855.



68. Dublin Brickyards, Walling Map detail, 1854. Now Sherman Street and Rindge Avenue.

erected the next year (146 Concord Avenue; see Fig. 65). A second lot was given to the City, and the old Auburn School house was moved in from North Avenue and renamed the Dunster School in 1851. This is now the site of St. Peter's Parochial School at 148 Concord Avenue. Murdock laid out a second residential subdivision for brickyard workers on the Warland lot as Donnell and Tuttle (Kelley) Streets during 1851 and 1852. Twenty-one standard suburban lots were arranged around the edge of the Sands & Cofran yard behind the owners' homes on Concord Avenue, built during 1846-1848. By the mid-1850s, these lots had been bought by Irish laborers and developed as a workers cottage district. After the Civil War the neighborhood expanded across Garden Street, and the Job Wyeth estate was subdivided to become Garden Court (Winslow Street) in 1869.

At the same time Murdock was platting his village on Observatory Hill, a similar effort was under way near the commercial brickyards along the Fitchburg Railroad. The principal developer in this case was Solomon Sargent, who owned the colonial Kidder farmstead adjacent to the brickyards. Sargent became involved with the area's development by renting rooms in his farmhouse (see Fig. 84) to Irish laborers when the first clay pits were opened in 1844. Sargent sold off the western edge of his farm during the mid-1840s, and moved into a new house in Harvard Square to run the omnibus company.

In the spring of 1846 Sargent sold the far field next to Hubbell's brickyard to Daniel Crowley of East Boston, who, in turn, gave it to the Roman Catholic Church for use as a burial ground. It was thus the first Catholic cemetery to be located beyond the confines of central Boston, and it served the outlying parishes from East Cambridge to Lexington. The design was straightforward, conforming to the long lot boundary of the 1703 Ox Pasture division: a single lane down the middle, lined with vault tombs of the leading families and clergy, the graves of the Irish laborers in rows to either side (see Fig. 355). Its location was the essence of the urban fringe: a cemetery, next to a brickyard, near a swamp, along a railroad, for the dead of an outcast group.

Sargent continued to develop his farm for the brickyard laborers. In the winter of 1846-1847, he subdivided the field next to the Catholic Cemetery, the first large-scale residential plat near the major claypits. Following traditional design, two parallel streets, Dublin (Sherman) and Sargent Streets, were laid the length of the parcel with 49 standard suburban lots, many backing onto the cemetery and railroad. Initially, the large lots discouraged individual buyers, and the first homes built were double workers cottages rented out to Irish laborers. After 1848, the lots were divided into 50-by-100-foot parcels, and several workers cottages were erected by Erastus Hutchinson, a Cambridgeport carpenter working for Sargent, who then sold the houses to Irish laborers such as Matthew Fitzpatrick, John Leary and Patrick Shields. Having small cottages at the head of the deep lots, the rear yards could be used as kitchen gardens to supplement an otherwise meager diet, an agricultural opportunity hardly available to the Irish crowded in the rookeries and cellars of Boston. By 1850 Sargent's subdivision had taken the name "Dublin" after the major street, a derisive colloquialism which soon came to refer to the entire neighborhood surrounding the brickyards.

In 1851, Sargent platted a second subdivision called "New Ireland" adjacent to the Dublin (Sherman) Street railroad crossing. Bolton Street (Bellis Circle) and Blair Place were looped within the small parcel and packed tightly with forty-five house lots, nearly all of which backed onto the claypits or railroad tracks (see Fig. 354). Following the arrangement at Dublin, Hutchinson was hired, and workers cottages were built and sold to Irish laborers during the 1850s.

A third sequence of house lots was laid out beside the Nathaniel Wyeth brickyard on Kidder's Lane (Rindge Avenue) by Horace Hews, who leased clay land from Wyeth. With Hutchinson as house-builder, Hews platted a total of twelve large lots between 1848 and 1855, creating the residential district for Wyeth's yard. The neighborhood was characterized by its poor location, for as the clay pits expanded in the 1850s, the workers cottages were left perched upon the edge, surrounded by swamps and kilns.

As a result of the building projects of Murdock, Sargent, and Hews, a definition of Irish residential space had been achieved a decade after the first brickyards were opened. As a group, these subdivisions were an isolated neighborhood, forming an internal community where people walked daily from their homes to the brickyards, and to church and school. The only transportation was the railroad, and few could afford the 25¢ fare for the five mile trip to Boston (Fig. 68).

All available land near the brickyards on Kidder's Lane had been platted for residential development by the mid-1850s. The only remaining land was the Race Course, fifty acres of flat land ideal for subdivision. Opened in 1837, the Race Course operated on a seasonal basis during the mid-1840s, catering to cattle drovers and Cambridge traders, and reached by special omnibus service direct from Harvard Square. Increasingly, the Race Track came under pressure for development from the continued expansion of the suburban neighborhood along North (Massachusetts) Avenue and the growth of Dublin along Kidder's Lane (Rindge Avenue). Owned by Boston descendants of the Kidder family, who formed the firm of Kidder and Reed, the race track was subdivided in 1855, projected as a suburban venture for middle class Irish of Boston and Charlestown. Leaving the Trotting Park Hotel and old Poor House lot intact, the vast parcel was divided into 275 house lots, the largest residential subdivision in the history of North Cambridge. With access from Kidder's and Poor House Lanes (Rindge Avenue and Harvey Street), five long interior streets were laid north-south. Starting at Cedar Street, they were Reed, Montgomery, Clay, Jackson, and Clifton Streets, names honoring owners and popular figures. Within five months of the Boston auction, over half the lots were sold; but, for all this interest, only three buyers ventured to build homes in the Trotting Park.

Following their failure to attract investing Irish suburbanites, Kidder and Reed redirected their promotional efforts to the brickyard laborers. Among the first to buy in 1856 were C. E. Parry (60 Clifton Street) and Louis DeRosay (104 Clifton Street), both of whom became successful brickyard owners in their own right after the Civil War. The familiar brickyard entrepreneurs joined forces again — Asa Murdock, Solomon Sargent, with carpenters Erastus Hutchinson and John Randall. They extended the neighborhood of workers cottages across the race track during the 1860s. The area closest to the brickyards along Kidder's Lane and Spruce Street (Rindge Avenue) was developed by the Civil War, while the interior streets remained a paper subdivision. A few early buyers, extended beyond their means, were forced to sell their back yards, creating a curious contrast of tiny houses huddled on otherwise vacant streets. Expansion continued after the Civil War, and a number of substantial houses were built along Dudley Street when it was put through in 1870. As in other parts of Cambridge, the Panic of 1873 abruptly terminated the residential construction and throughout Dublin as the brickyards suffered bankruptcy and laborers were thrown out of work.

Building resumed in the Race Course area during the 1890s. Between 1890 and 1900 the rapid influx of French Canadians arriving to work in the brickyards and factories created a great demand for inexpensive housing which was met by builders such as J. W. Wilbur and E. R. Dix. The heart of the community was the church of Notre Dame de Pitie (see Fig. 229) on Harvey Street, and scores of tract houses were sandwiched along streets and narrow courts. Most of these centered around the 18th century Poor House lot (Cox estate) between Cedar and Reed Streets: Wilbur Street, now Harrington Road (1891), Westley Avenue (1892), Olive and Francis Places (1895), and Theriault Court (1895).

Cambridge Highlands and Fresh Pond Reservation

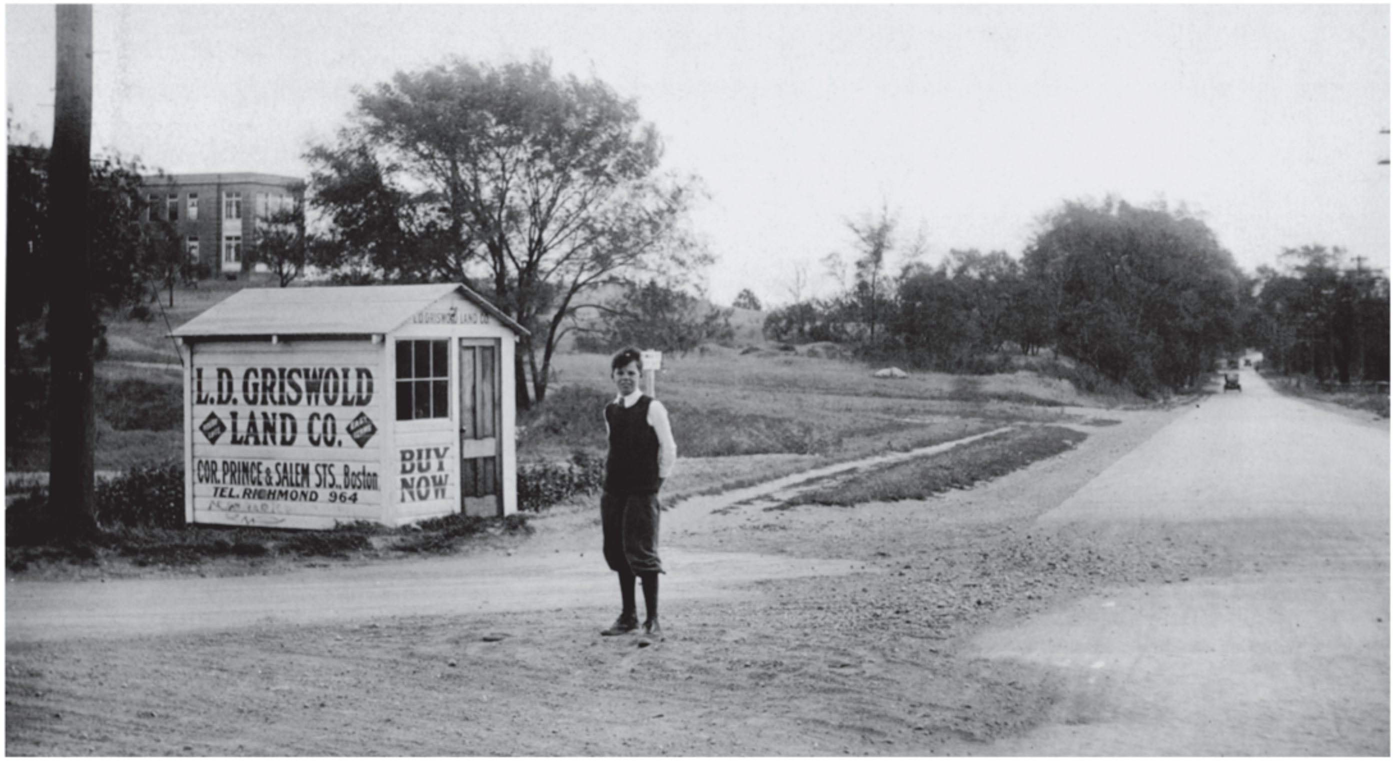
At the turn of the 20th century the colonial farmland around the western rim of Fresh Pond offered the last suitable area for residential development in Northwest Cambridge. Annexed from Belmont in 1880 and isolated by swamps, railroads, and brickyards, the area had remained unaffected by suburban pressure until 1906, when the Belmont trolley line was opened on Grove Street and Concord Avenue. Even then, real growth did not take place for another forty years, and the Fresh Pond area emerged as the one true example of the automobile suburb in the City, comparable in its physical characteristics to adjacent Belmont and Arlington.

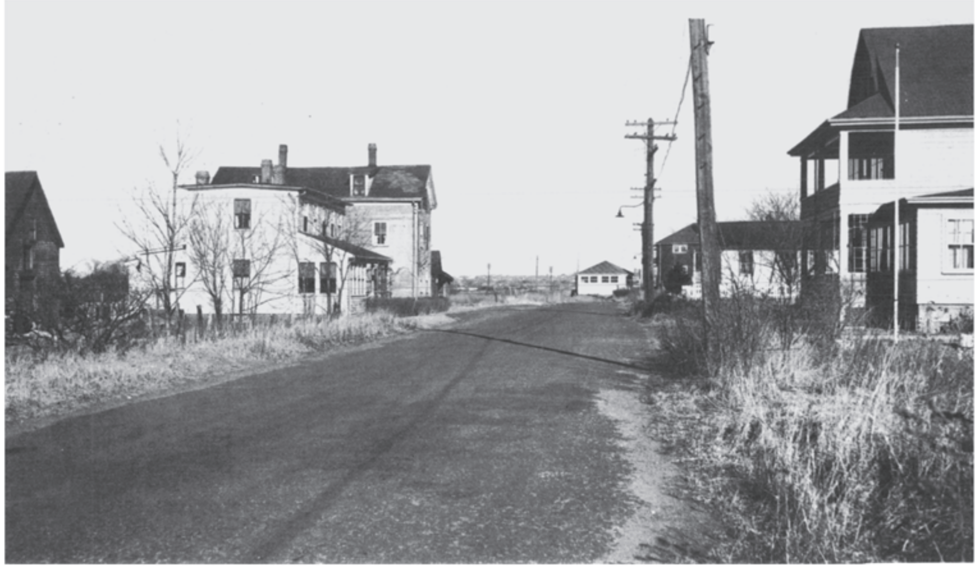
The present neighborhood of Cambridge Highlands was formed just prior to the First World War from the Richardson-Frost farmstead on Blanchard Street between the Tuberculosis Sanitarium and Hills Crossing. In 1916 E. G. Hinderland laid out 80 lots on two streets patriotically named after Normandy, France. The remaining portion was platted the next year as "Cambridge Gardens" by the Griswold Land Company of Revere (Fig. 69), with over two hundred small house lots on Griswold, Goldie (Sunset) and Loomis Streets.

Initial development was delayed by the Great War, and by 1925 only a dozen small bungalows had been erected in the area. The establishment of the motor bus route along Concord Avenue in 1928 encouraged tract builders like Elmer Clow from North Cambridge to construct two-family houses. Public transportation was further improved with bus lines on Blanchard Street in 1934.

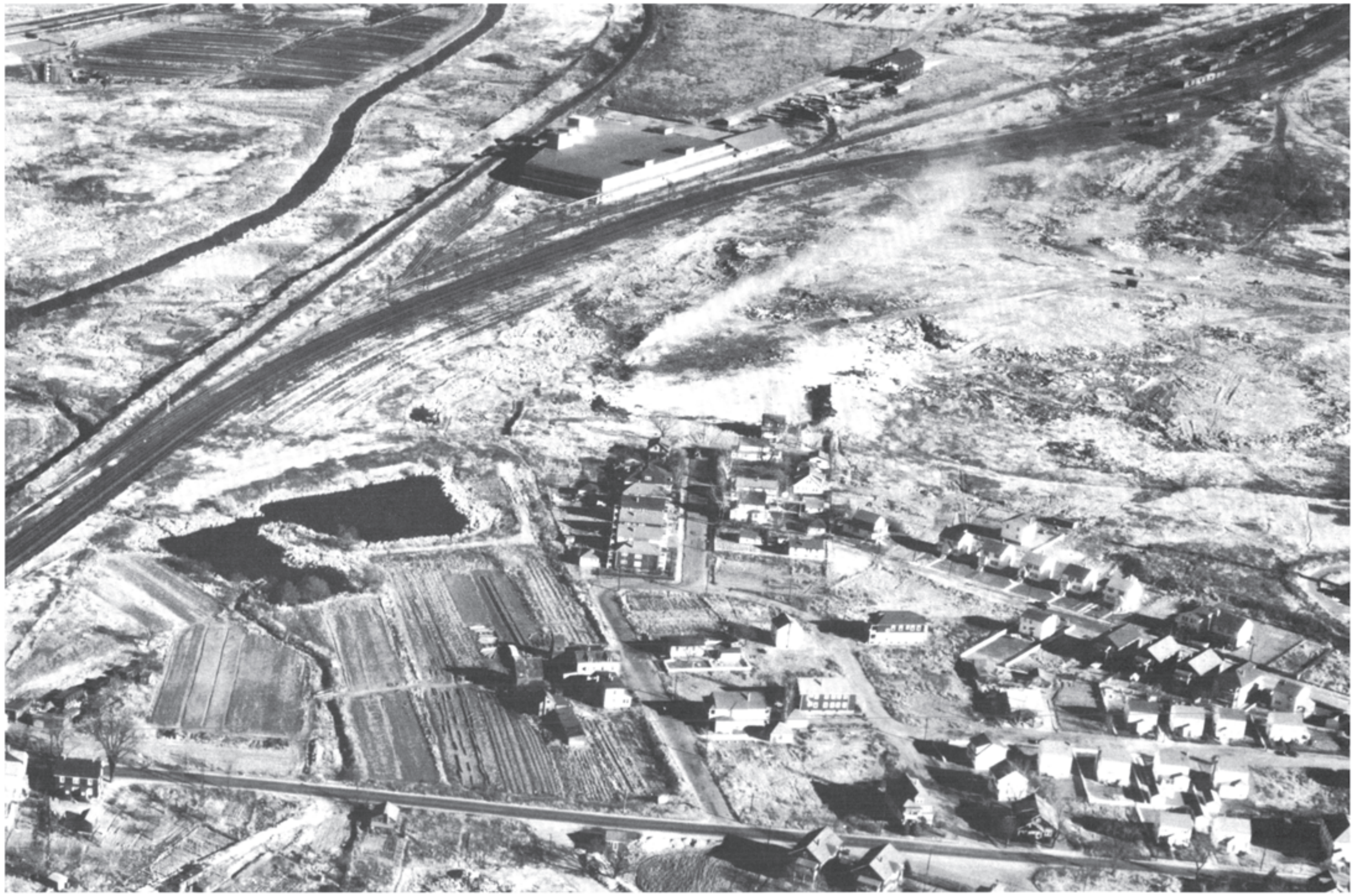
Full development of Cambridge Highlands as an automobile suburb began during the brief war-time prosperity between 1939 and 1942, when builders like Murray K. Fine erected a score of modest single-family homes. The building pattern was resumed in 1948 and continued over the next decade, and the neighborhood emerged as the home of young veterans, many

69. Concord Avenue at Blanchard Street, looking east, 1921.





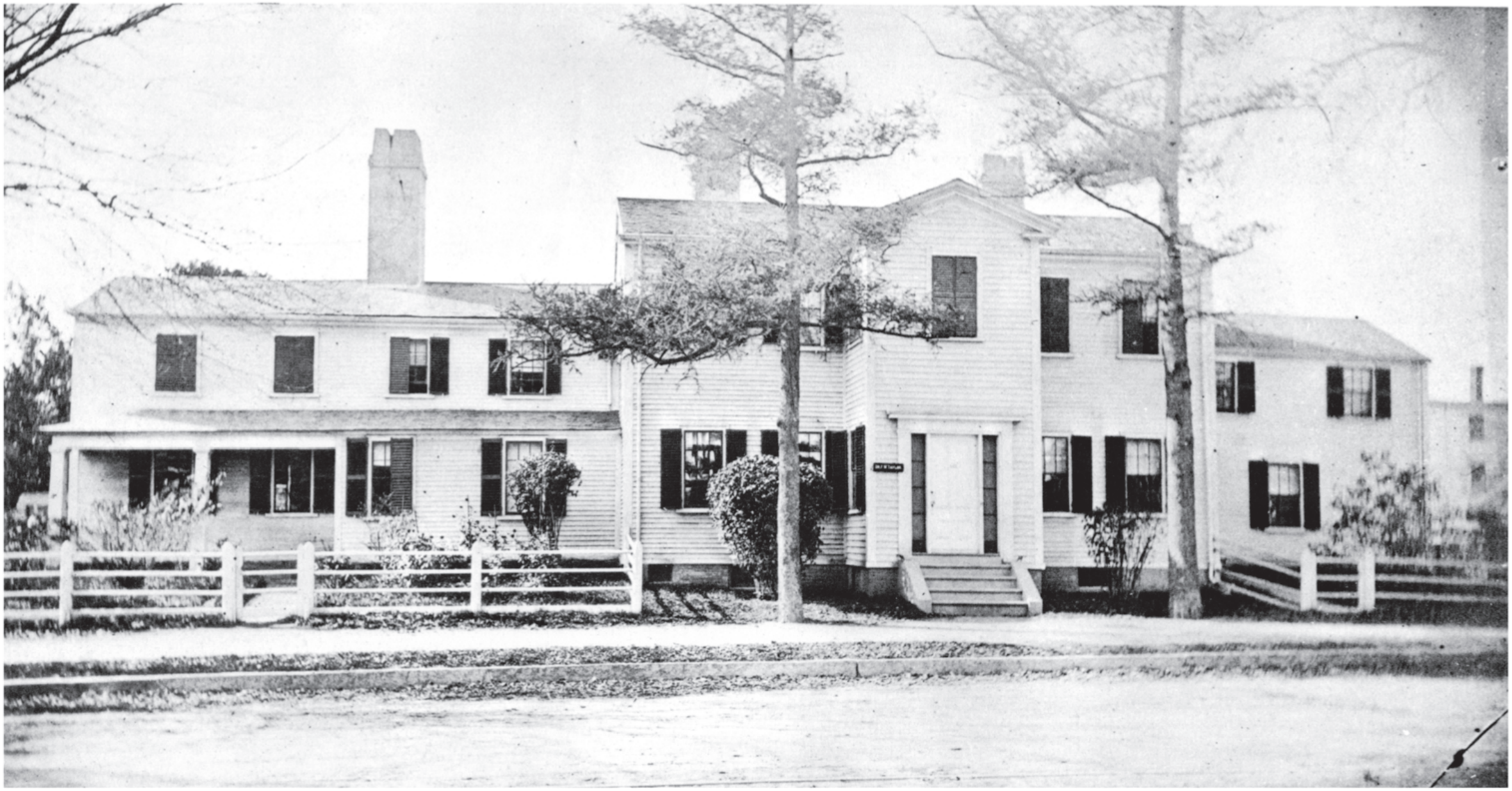
70. Normandy Avenue, 1947.
Richardson Farm (left).
Demolished 1974.



71. Cambridge Highlands
looking east,
aerial photo, 1948.
Blanchard Road (bottom),
Richardson Farm (center).

of whom worked for the City. By the early 1960s most of the open land had been developed, and builders turned to multiple family house types, which were squeezed onto the remaining lots. The most dramatic example of this recent trend was the construction of a garden apartment house and retail complex on Blanchard Road at Normandy Avenue in 1974. This had been the last fragment of colonial agricultural landscape in Cambridge. Originally part of the Holden-Richardson farm, the house and barn at 30 Normandy Avenue had been built for Thomas Richardson after the Civil War (Figs. 70 and 71), and the land had been cultivated as a truck garden until 1946.

The final suburban development in Northwest Cambridge, and the last residential subdivision in the City, came with the development of the thirty "Country Club" lots platted from the Fresh Pond Reservation in 1951. These were magnificently sited, overlooking the Municipal Golf Course (1933) and fronting the Belmont line along Grove and Blanchard Streets, on what had been the upland of the Bright and Gay farms, annexed to Cambridge in 1891. Within a decade the area was completely developed as an attractive suburban neighborhood of single-family homes, many designed by well-known architects for prominent civic officials.



72. Prentice-Whitney House, 1867 Massachusetts Avenue, c.1705, c.1810. Demolished 1967. Photo about 1875.

2

Residential Building Types

Colonial and Pre-Suburban Architecture

During Northwest Cambridge's first two centuries, house-building served a rural society of farming families who were conservative in taste and modest in means. Their houses reflected an agricultural economy in the size and arrangement of rooms and in the degree and manner of embellishment. Change was modified by intuitive skepticism that tempered radical innovation of form and style. The architectural models were, quite naturally, English. Translations of the latest English practices and fashions reached Northwest Cambridge by a long and indirect filtering process, first across the Atlantic in memory or book, then through the merchant society of colonial Boston and across the Charles River to Cambridge and Watertown, there to be transcribed by housewrights and finally imitated by the yeoman farmers around Fresh Pond and Menotomy Plain. This diffusion sequence — from city to country, from urban to rural — was a slow process, taking upwards of 50 years in the 17th century, but shortened to 25 years by the early 19th century as communications improved.

From the time of initial settlement in the 1630s to the beginning wave of suburbanization in the 1840s, four broad cycles can be observed in Northwest Cambridge, each with its own distinctive house plan and architectural style:

Early First Period	1630-1640	20 houses
Later First Period	1650-1710	15 houses
Georgian Period	1725-1775	25 houses
Federal Period	1790-1835	20 houses

During these two centuries approximately 60 houses were erected in Northwest Cambridge, and, of these, half have been carefully documented by the survey. Of the total, only twelve now survive, and the majority of these actually date from the early 19th century, rather than from the colonial period (Table A). All but one of the houses have been removed from their original sites to obscure back streets, where they stand forgotten and disguised. Only the Daniel Watson house has been properly restored, but it was moved out of North Cambridge to Old Cambridge. All of these early houses deserve attention, as they form valuable links with the historical past and can serve as landmarks for future generations, both within Northwest Cambridge and throughout the city.

First Period Houses, 1630-1710

The initial century of house building in New England — the First Period, 1630-1730 — was marked by the transformation from English medieval to American colonial building practices. In Massachusetts Bay the end of this First Period of building coincides with the passing of the agricultural frontier. In Cambridge this was signaled by the final division of the common land in 1724. After that time, residential architecture in Cambridge, as in other rural towns, followed the Georgian styles popular in Boston and Salem.

Within the survey boundaries of Northwest Cambridge, approximately three dozen houses were built during the First Period by Cambridge, Watertown, and Charlestown settlers. These houses form an elusive group, for none have survived. A few are documented in photographs, but many are known only through cryptic notations in town and county records: "a house," "a dwelling house," or "a farm house." Fortunately, a number survived into the 18th century, so that wills, deeds, and room inventories made at that time can be used to determine the probable form for many of the later First Period houses.

In the 1630s approximately twenty houses were erected within the present survey area. Little is known of this group, as they were built

Table A
Surviving Pre-1835 Buildings of Northwest Cambridge

Name	Date	Location	Original Site
1. (Abraham Watson House)	c. 1750	181-183 Sherman Street (1847)	2140 Mass. Avenue
2. Daniel Watson House	c. 1757	30 Elmwood Avenue (Old Cambridge, 1965)	5 Russell Street
3. Dickson House	mid-18th-mid-19th c.	16 Churchill Avenue (1864)	immediate vicinity
4. Kidder-Sargent-McCrehan House	c. 1792	146 Rindge Avenue	original site
5. Fresh Pond Hotel (Wyeth)	1796-1797	234 Lakeview Avenue (1894)	Kingsley Park
6. Davenport Tavern	1806-1807	31 Eustis Street (Somerville, 1888)	2001 Mass. Avenue
7. unknown	c. 1805-c. 1825	45-47 Holworthy Street (1851)	Watertown
8. Jacob Wyeth House	1816	479-481 Concord Avenue (1895)	Kingsley Park
9. Wyeth-Smith House	c. 1820	152 Vassal Lane (1894)	Huron Avenue at Fresh Pond Parkway
10. Stimson House	1833	21 Donnell Street (1912)	208 Concord Avenue
11. unknown	Early 19th c.	473 Concord Avenue (1894)	Fresh Pond Area
12. unknown	Early 19th c.	18 Donnell Street (c. 1855)	Lower Common Area
13. unknown	Early 19th c.	9-11 Jackson Street (c. 1871)	Massachusetts Avenue

before detailed records were kept in either Watertown or Cambridge. The majority were "homestalls" in the first Watertown settlement of 1630, located in the area of modern Reservoir Hill. These may have been temporary shelters or dwellings, such as the one John Winthrop described in his Journal in 1632: " . . . made all of clapboards, burnt down by making a fire in it when it had no chimney." When the Watertown settlement was relocated in 1635, these houses were apparently dismantled and rebuilt elsewhere, for none are documented on the original Watertown homestalls after the mid-1600s.

In Cambridge during the mid-1630s, five home lots were granted a mile beyond the Towne in the West Field and near Fresh Pond. The earliest house erected there was that of Bartholomew Green, built in 1634-1635 on the site of the present Corcoran Playground at Raymond and Walden Streets. Of the houses built near Fresh Pond, the site of only one, Nathaniel Sparhawk's house of c. 1638, remained in use into the 18th century as the location of the Holden (later Prentice) house at Fresh Pond Farm (on the present site of the City Infirmary on Concord Avenue).

By the mid-17th century, the outlying common land in Cambridge, Watertown, and Charlestown was being divided and reassembled as independent family farms. Over the next sixty years about fifteen houses were built in Northwest Cambridge, the majority between 1650 and 1690. Two clusters developed, one of houses built by Cambridge farmers who were moving onto the fertile Common land along Menotomy Plain (now Massachusetts Avenue), and the other of houses of Watertown settlers who had remained and prospered along the busy Watertown highway (now Mt. Auburn Street).

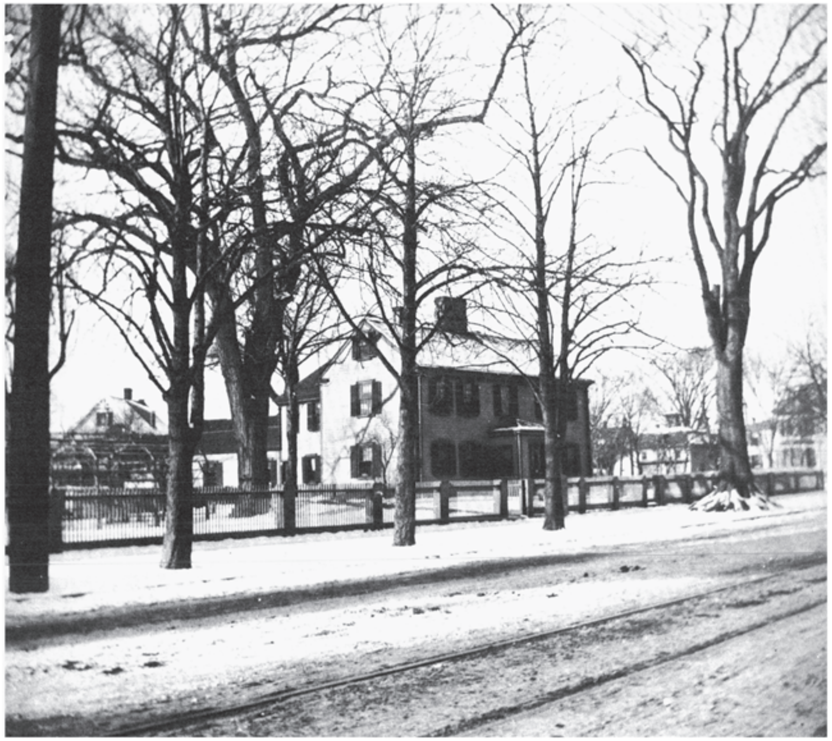
Within the first decades of settlement in New England, a distinctive house type developed in the Massachusetts Bay Colony which can be traced to medieval England and the regional building traditions of East Anglia and the Saxon counties of England's southeast. The virgin hardwood forests of New England were well suited to the Southeastern county timber framing traditions familiar to the Puritan settlers, and houses of hewn oak and chestnut could readily be built with available labor and iron tools. Moreover, wooden weatherboards were found to afford adequate protection against the hard winters, and by the mid-17th century these "clapboards" had become the accepted siding material for well-built houses. Cambridge townsmen followed the wood building traditions established in the Bay Colony. The only early exceptions were the brick buildings at Harvard College.

The house plans adapted by the Puritans also followed the traditions of England's southeast counties, and the common central-chimney two-room house plan became standard in the Bay Colony. Typically, a house of this plan was built two-and-a-half stories high, having one room on either side of the chimney on the first floor, a "hall chamber" and "parlour chamber" on the second floor, and a "garret" under the roof. The bedchambers were reached by a winding set of stairs in front of the chimney stack. Where limitations of economy required, only half of the two-room central-chimney plan was built. This one-room, end-chimney type of house, with only a "hall" and a "hall chamber" and the stairs and entry placed to one side, was quite common during the First Period. Many 17th century Cambridge and Watertown houses were originally built in this manner and later expanded with a parlor and parlor chamber into a complete two-room central-chimney plan, as in the case of the Cooper-Frost-Austin house, which still stands at 21 Linnaean Street (see *Old Cambridge*, Figs. 94-99).

Evidence from room inventories and wills shows the widespread use of the standard plans for the First Period houses in Northwest Cambridge. Of the fifteen houses known to have been built between 1650 and 1710 (see Table B), two-thirds were of the central-chimney two-room plan, while three are known to have followed the end-chimney, one-room plan. Half of the group were two-story houses, both central-chimney and end-chimney types, and one-third had lean-to additions by the mid-18th century.

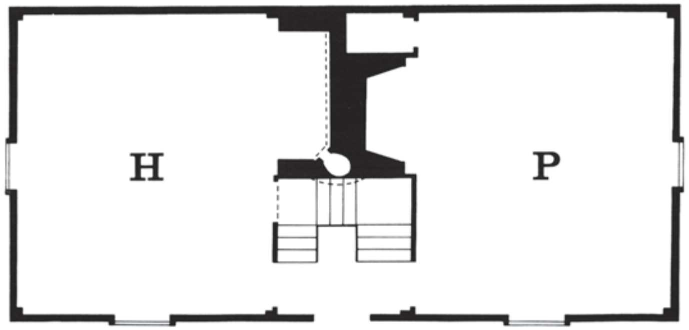
The Jacob Watson house, the last First Period house in Northwest Cambridge, was built c. 1710, and in plan and framing system was typical of First Period architecture. Before its demolition in 1921 the house was thoroughly examined by William Sumner Appleton of the Society for the Preservation of New England Antiquities, which retains detailed records of this examination.

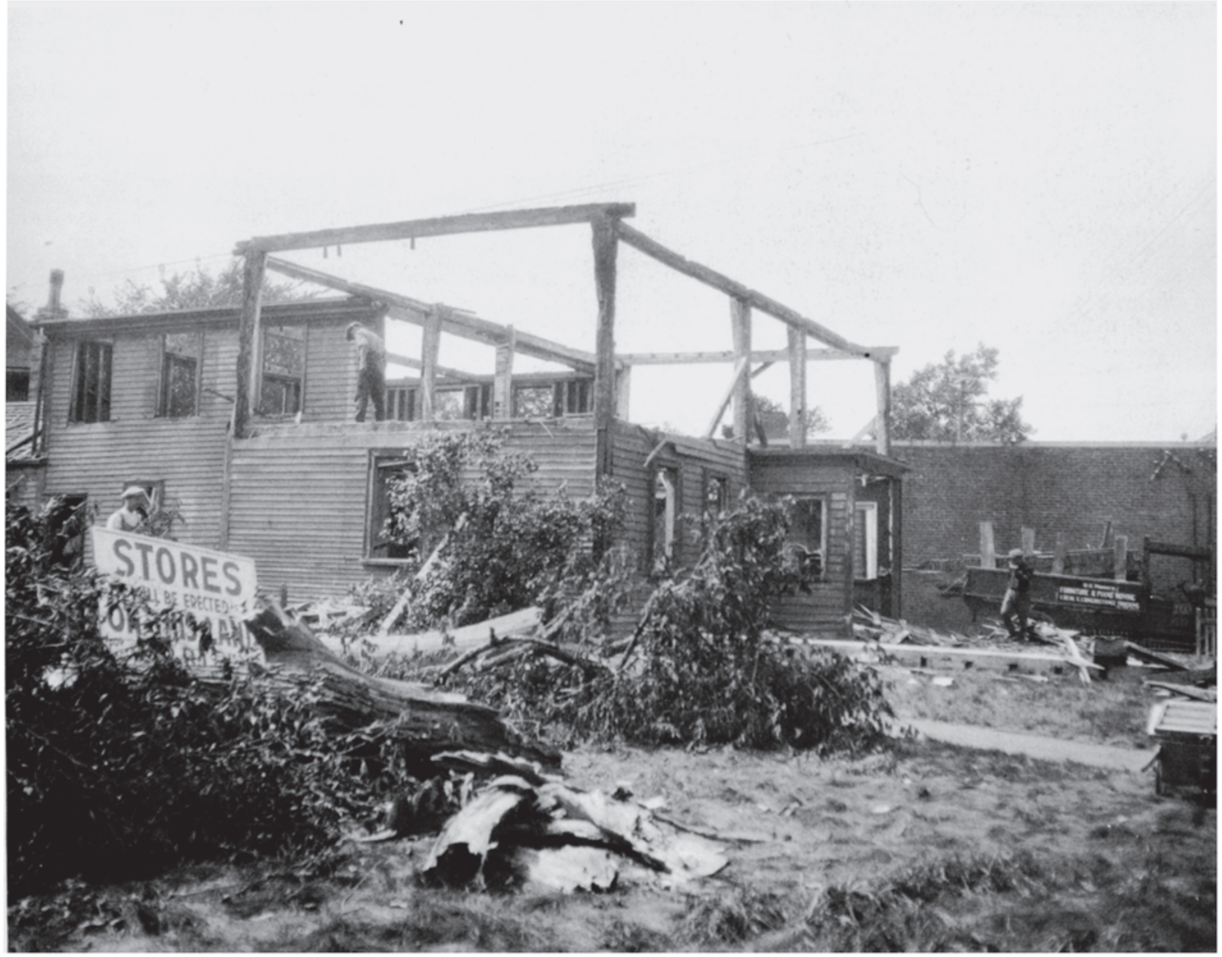
The Jacob Watson house was erected near present 2162 Massachusetts Avenue, on the site of an earlier Watson dwelling, a "mansion" built by his father John in 1661-1663. Portions of the frame from the 17th century house were used in the roof of its successor, a common practice of the period when hewn timber was a valuable material. The Watson house reflects the inherent conservatism of rural Cambridge. While the framing system was early 18th century in detail, the general plan displayed the medieval form of the First Period: two-and-a-half stories with a massive central chimney, and one room on either side of the chimney on each floor (Fig. 73). The Watson house was comparable to other contemporary Cambridge examples, such as the Cooper-Frost-Austin house (c. 1690) at 21 Linnaean Street. The most revealing indication of its medieval heritage was exposed during



75. Jacob Watson House. Photo about 1895.

73. Plan, Jacob Watson House, 2162 Massachusetts Avenue, c.1710. Demolished 1921. Measurements by Appleton.





74. Jacob Watson House during demolition, showing exposed framing system. Photo 1921.

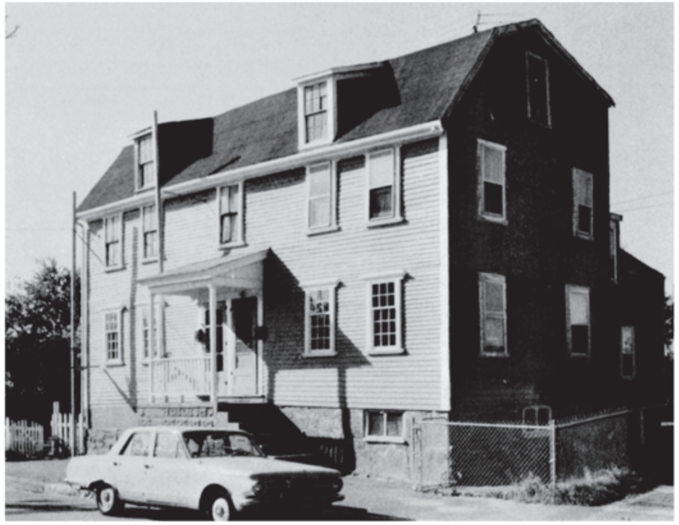
demolition: a braced framing system of heavy timbers (Fig. 74) in a standard three-bay design, using gunstock corner posts to carry the heavy roof framing.

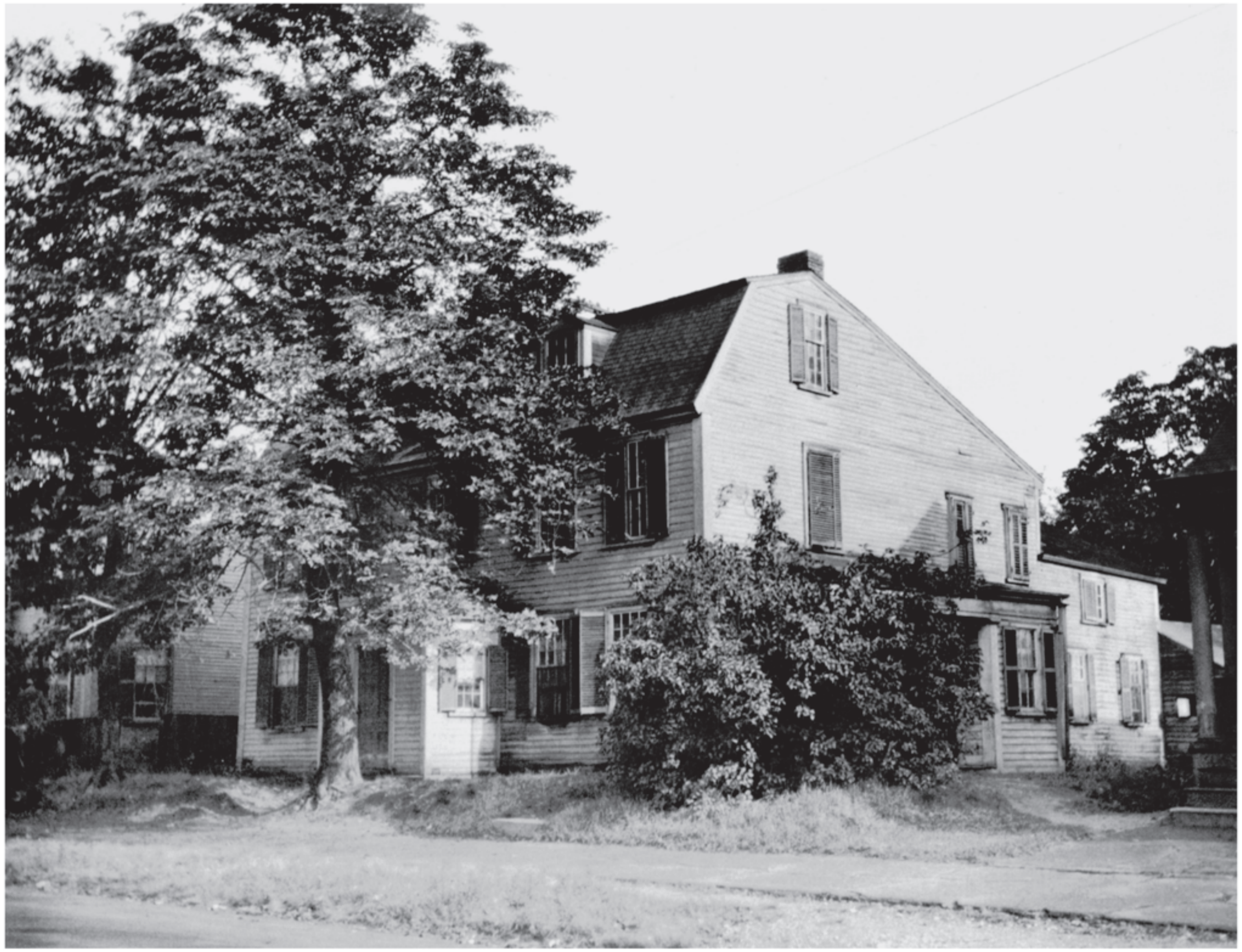
The Watson house was unusually sited; instead of facing south, its front entry faced northeast onto the Concord highway (Massachusetts Avenue), placing the parlor to the north. The kitchen, the room most often in use, was located to the south, and contained a beehive baking oven in a rear corner of the fireplace, consistent with First Period practice. The parlor was evidently paneled and plastered from the beginning, in keeping with early 18th century fashion, but the other rooms retained their open beamed ceilings and decorative chamfering on the summer beam. The stairs, fortunately saved by Appleton, show an understanding of current Georgian tastes reflecting the growing prosperity of the Watson family at the beginning of the 18th century. The original windows were evidently in the center of the front and end walls of each room, their width suggesting a two-light casement of the First Period type. The house was altered in the mid-18th century and again in the early 19th century, so that later photographs (Fig. 75) reveal little evidence of its First Period origins, except for the large central chimney.

Georgian Houses, 1725-1776

The extent of rural prosperity in Northwest Cambridge in the 18th century can be measured by the approximately twenty houses which were erected between the final Cambridge Common division in 1724 and the outbreak of the Revolutionary War. Geographically, this prosperity was narrowly defined, centering almost entirely on the fertile Menotomy or Watson's Plain, which was traversed by the Great Road (now Massachusetts Avenue). Along this plain the success enjoyed by farmers, blacksmiths and tavern keepers enabled the introduction, on a modest scale, of 18th century Georgian architecture. Outside this center little had changed in Northwest Cambridge since the late 17th century. Along the Watertown highway (Mt. Auburn Street) and on the land around Fresh Pond, there was little new building during the mid-18th century. Instead, existing houses of the First Period were simply rebuilt and expanded, or occasionally abandoned or demolished as the

76. (Abraham Watson, Jr. House), 181-183 Sherman Street, c.1750. Moved to site 1847. Restored 1976.





77. Bowman-Whittemore House, Arlington Center, c.1750. Demolished 1923. Photo 1922.

land was caught up in the aggressive expansion of the Loyalist estates.

In both style and plan, the houses erected in Northwest Cambridge in the mid-18th century reveal the conservatism of an agrarian society. In contrast to the fashionable Georgian mansions of Tory Row (Brattle Street), the new houses constructed along the Country highway through the Menotomy Plain generally followed an early 18th century building style. Even the most substantial houses often looked for inspiration to houses designed in the established Early Georgian style rather than the Middle or High Georgian style which was developing in the mid-18th century. Many of these houses continued the traditional two-room central-chimney house plan which was common in Cambridge during the 17th and early 18th centuries.

At the same time, however, a more stylish two-room central-hall, rear-chimney house plan also began to be used in Northwest Cambridge, particularly for the houses of more prosperous residents. This central-hall plan was essentially an urban type which was in use in Boston by the end of the 17th century. In Cambridge this Georgian house plan had been used as early as 1699 in Stoughton Hall at Harvard, as well as in the Remington-Winthrop house (c. 1712), Winthrop Square (demolished in 1922), and in the Brattle house (1727), 42 Brattle Street, but it did not become a prevalent type for new construction in Cambridge until about 1750. The appearance of this plan in mid-18th century buildings along the highway in Northwest Cambridge and into what is now Arlington (then part of Cambridge) can probably be attributed to the increased trade along this route, which put the area into close communication with Boston, Charlestown, and Medford, where the central-hall plan was already in use.

The use of rooms within the Georgian central-hall house in Northwest Cambridge remained that of the First Period: the kitchen on one side of the central hall and the best room or parlor on the other side. The only change from earlier plans was on the second floor, where an additional chamber could be partitioned off in the front part of the central hall space, providing three upstairs chambers instead of the traditional two.

Table B:
First Period Houses: Northwest Cambridge, 1650-1710

Original Owner	Location	Erected	Demolished	Plan
1. (Nathaniel Sparhawk) Justinian Holden Christopher Grant	Concord Avenue	mid-18th c.	mid-18th c.	unknown
2. Philip Cook	Massachusetts Ave. at Washburn St.	c. 1650	c. 1800	central chimney
3. Francis Moore, Jr.	146 Rindge Ave.	c. 1650	c. 1790	2-story, central or end chimney
4. Garret Church	Belmont Street at Norumberga St.	mid-17th c.	by 1784	central chimney, 2-story with lean-to
5. Benanuel Bowers	Massachusetts Ave. at Allen Street	c. 1656	c. 1833	possible central chimney
6. John Watson	Massachusetts Ave. at Rindge Ave.	1661-63	c. 1710	unknown
7. Henry Thorpe	20 Blanchard Rd.	by 1672	c. 1840	end chimney, 2-story with lean-to
8. Samuel Stratton-Palsgrave Wellington (Richardson Tavern)	Belmont Street at Mt. Auburn St.	by 1672	c.1910	central chimney
9. Simon Coolidge	Mt. Auburn St. at Aberdeen Ave.	1680-94	c. 1750	end chimney, 2-story
10. Abraham Watson	Lock Street at Woodbridge St.	c. 1687	1742	central chimney, 2-story
11. John Dickson	Clarendon Ave. near Churchill Ave.	c. 1687	mid-18th c.	unknown
12. John Stratton	near 575 Mt. Auburn St.	c. 1690	1771-79	central chimney, 2-story with lean-to
13. Stephen Prentice	Massachusetts Ave. at Upland Rd.	c. 1705	1894-1900	central chimney, possibly 2-story
14. Jonathan Gove	Massachusetts Ave. at Porter Rd.	c. 1706	1833	unknown
15. Jacob Watson	2162 Massachusetts Avenue	c. 1710	1921	central chimney, 2-story

Of the approximately twenty houses built in Northwest Cambridge during the mid-18th century only two survive: the Abraham Watson, Jr. house (c. 1750), now at 181-183 Sherman Street; and the Daniel Watson house (c. 1757), now at 30 Elmwood Avenue. Both were built for prosperous farmers and show the Early Georgian design typical of farmhouses in Middlesex County in the pre-Revolutionary period, having gambrel roofs, widely projecting eaves and cornices and pedimented doorways.

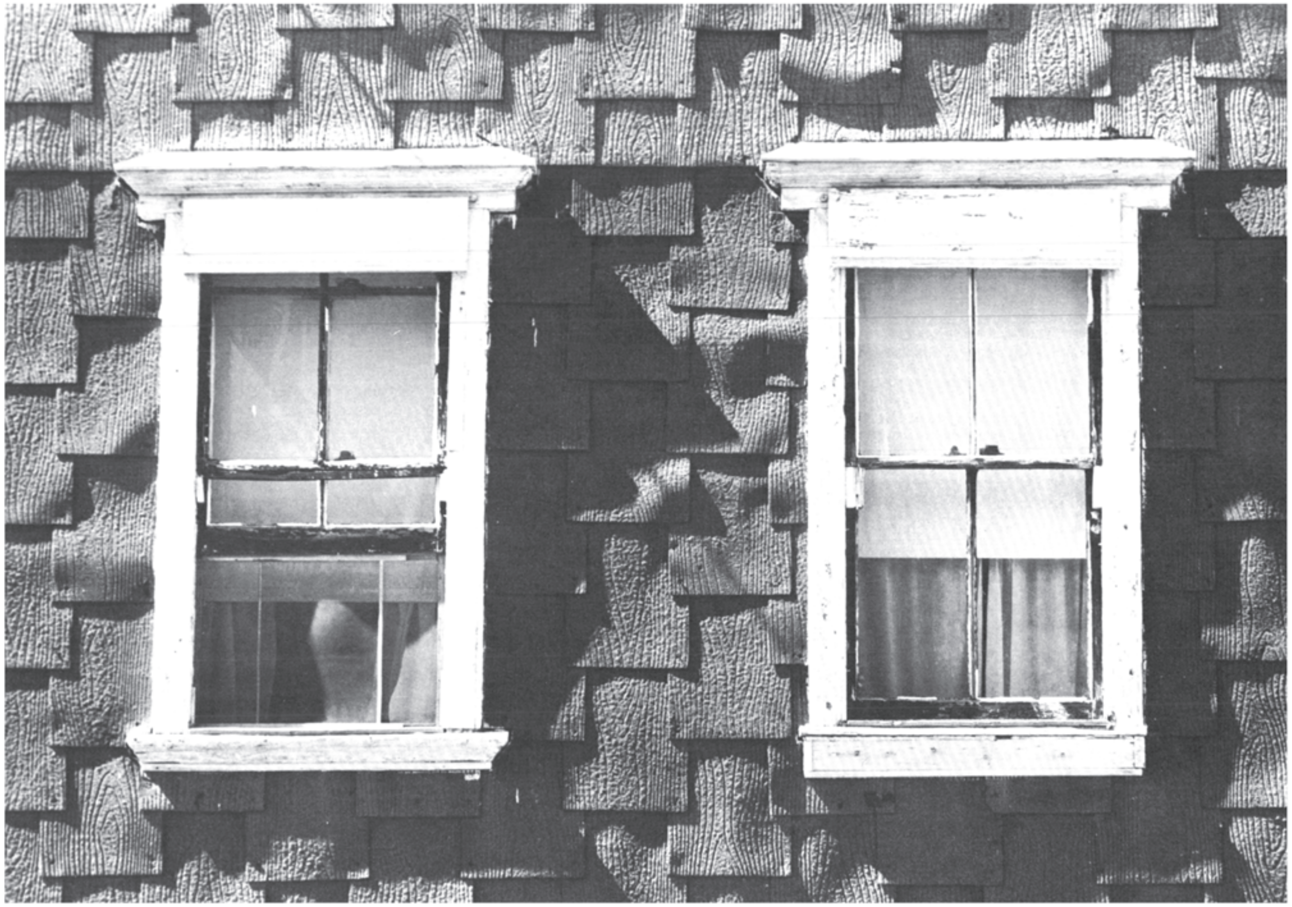
Only through extensive research has the house now standing at 181-183 Sherman Street been tentatively identified as the home of Abraham Watson, Jr. (Fig. 76). This house is perhaps the oldest surviving example of Georgian architecture in Cambridge outside Harvard Square, and resembles such Early Georgian houses in Old Cambridge as the Wadsworth House (1726) and the Brattle House (1727), but retains the central chimney plan of the First Period. The most unusual feature of the house is its roof, the front slope of which is a standard gambrel, while the rear slope is a single shallow pitch ending at the rear chimney wall and suggesting the existence of a two-story lean-to. Although the flatter rear slope may be a later alteration, the same configuration existed on the contemporary Bowman-Whittemore house (1751) in nearby Menotomy (now the site of the Arlington Centre Fire Station), indicating the vernacular use of the gambrel on the front as a stylistic device, while retaining the traditional lean-to at the rear (Fig. 77).

The original detail on the house is only fragmentary, but enough remains to suggest what must have been a handsome facade. The front cornice breaks over the second story windows, a refined device which possibly originally held a decorative molding, and the left front windows retain their elegant molded sills and crowns at the window frames (Fig. 78). Except for the inevitable loss of some window and door trim and early plaster work, the interior appears to be essentially intact and complete. The only major features that are entirely missing are the fireplaces and the stairways.

The history of the Watson house encompasses many diverse events in the development of Northwest Cambridge. Its owner, Abraham Watson, Jr. (1729-1781), was involved directly in the formative years of the Revolution as a member of the Committee of Correspondence (1772) and a representative to the Provincial Congress (1774), and later served as a delegate to the Constitutional Convention held at the Fourth Meeting House in Cambridge (1779-1780). The house itself was also a witness to events of the Revolution: a skirmish with British troops retreating from Lexington and Concord on April 19, 1775 took place in the yard of the adjacent house, which belonged to Abraham Watson's cousin. The skirmish left three patriots dead and several wounded. Watson's father's house, which also stood nearby, was then converted into a hospital and served as such throughout the Spring.

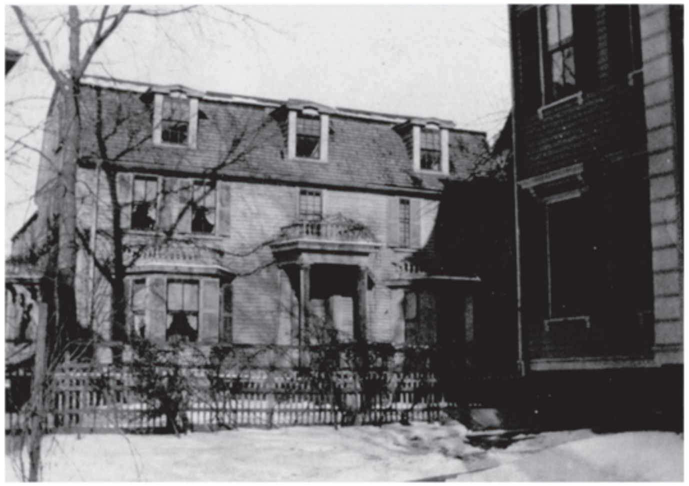
The Abraham Watson house remained in the family until 1823. In 1827 it was bought by the slaughterhouse owner Henry Potter, who apparently sold it to the omnibus line operators, Thomas Stearns and Solomon Sargent. In 1847 Stearns moved the house down Kidder's Lane (Rindge Avenue) and placed it on one of Sargent's new Dublin lots, where it was divided and rented as a double house for Irish brickyard workers. The house was purchased by a laborer, Daniel Haley, in 1856, and has remained in local ownership to the present, its 18th century origins completely forgotten. Preservation of the Abraham Watson house is of great importance because of its involvement in the Revolution and its place in the development of Georgian architecture in Cambridge.

In 1965 another Watson house, that of Daniel Watson, was moved from its original location at 5 Russell Street in North Cambridge to 30 Elmwood Avenue in Old Cambridge and carefully restored by R.A.R.E., now Architectural Heritage, Inc. Although the Daniel Watson house has been previously discussed (see *Old Cambridge,* Figs. 129-131), it is worth examining here in the light of other Northwest Cambridge buildings. The two Watson houses were built in the same period from the same rural affluent tradition and bear close resemblance to each other. Daniel was Abraham's younger brother, and his house on Russell Street was built about the time of his marriage in 1757. Stylistically, the Daniel Watson house exhibits the same Early Georgian motifs as his brother's house of six years earlier: gambrel roof, window frames with molded crowns and sills, and breaking cornice (Fig. 79). The conservatism of the design is all the more evident today because the present location of the house places it directly across the street from the sophisticated High Georgian facade of Lt. Gov. Oliver's Elmwood (1767). The interior plan of the Daniel Watson house follows the typical mid-18th century residential plan,

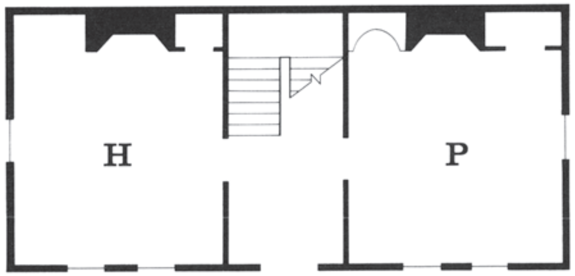


78. Original window frames, first floor, 181-183 Sherman Street. Restored 1976.

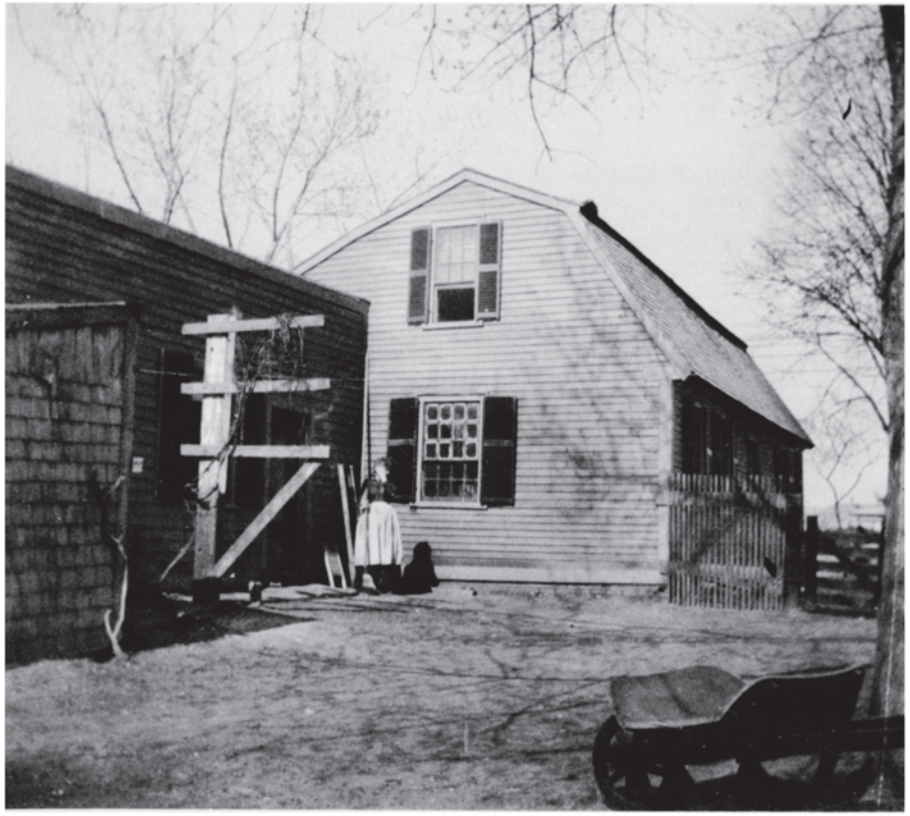
79. Daniel Watson House, 5 Russell Street, c.1757. Removed to 30 Elmwood Avenue 1965. Photo about 1895.



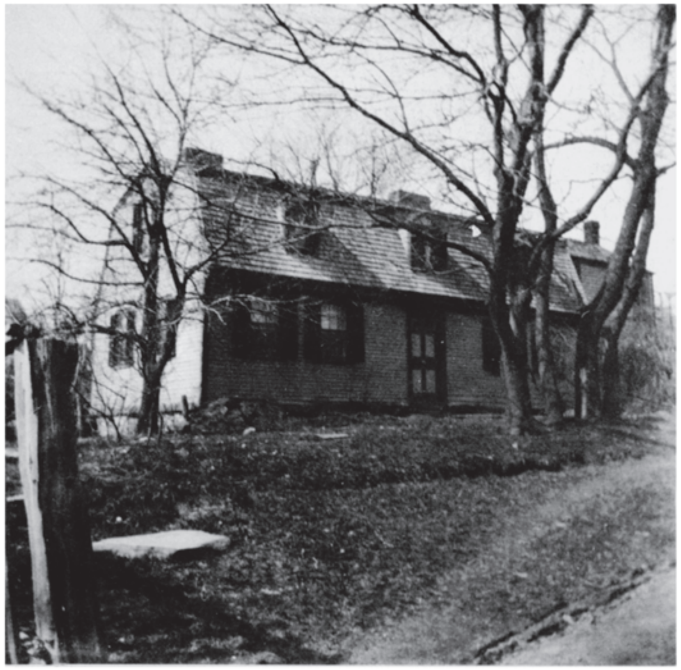
rear chimneys (Fig. 80). The staircase with turned newel and balusters similar to those in the Wadsworth house (1726) and the original parlor paneling with a shell cupboard of Early Georgian design once again emphasize the conservative nature of rural Cambridge at mid-century.



80. Plan,
Daniel Watson House,
30 Elmwood Avenue.



82. Dickson-Fitch House,
2394 Massachusetts Avenue,
c.1770. Demolished 1922.
Photo about 1895.



81. Cook-Learned House,
2463 Massachusetts Avenue,
Mid-18th Century.
Photo about 1890.

Although the Watson houses were stylistically a quarter-century behind buildings in other parts of Cambridge, they were fairly sophisticated architectural statements within their social context. No mid-18th century homes of less prosperous families have survived in Northwest Cambridge to which the Watson house may be compared, but 19th century photographs of the Samuel Cook house (mid to late 18th century, Fig. 81), formerly at 2463 Massachusetts Avenue, and the Henry Dickson house (c. 1770; Fig. 82), formerly at 2394 Massachusetts Avenue, exemplify the simple one-and-a-half story houses built by yeoman farmers of modest means.

In these farm houses the Georgian "style" became simply the mass of a gambrel roof set over a symmetrical five-bay facade. What little decorative pattern existed was provided by such functional elements as door paneling and sash muntins. The Cook house showed a contemporary taste in its central-hall plan and pedimented dormer windows. The Dickson house still followed the traditional First Period central-chimney plan with only end windows lighting the garret space, and both houses were sited in the traditional manner facing south.

Federal Houses, 1790-1835

The Revolutionary War marked a time of economic adjustment in Northwest Cambridge, for commerce, rather than agriculture, was becoming Cambridge's economic base as prosperity increased. The transformation was gradual, and the changes were reflected in the pattern of housing. In the half-century following the War, some twenty houses were built in Northwest Cambridge. By constrast to the pre-war period, only a quarter were farm houses, and these were homes of the new commercial agriculturalists — market gardeners, nurserymen, and orchard growers. The majority were tradesmen's houses, built for blacksmiths, wheelwrights, and such along the new Middlesex and Concord Turnpikes (Porter Square and Cambridge Highlands). The rest were tenant houses built for the Wyeth family's ventures in the hotel and ice businesses. Pre-Revolutionary construction methods persisted well into the 19th century; most houses were built according to the Georgian center-hall plans, either four-room or two-room.

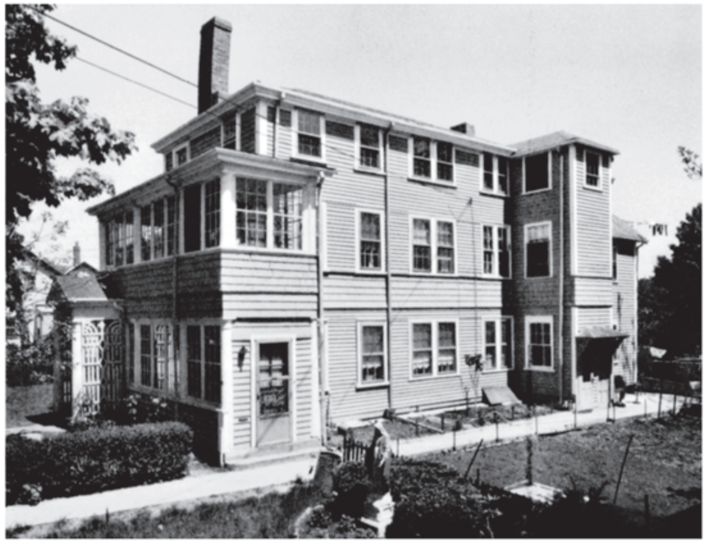
Architectural styles changed after the Revolutionary War in keeping with the Classical fashion that had swept London in the 1760s. The new style was given its Boston debut in the early 1790s through the designs of Charles Bulfinch (1763-1844), and named the Federal style in honor of the new national government.

Surviving evidence of the Federal style in Northwest Cambridge is rare, as in the rest of the city. The original country houses are now demolished or denatured, and the remaining farmhouses are hidden on back streets beneath layers of artificial siding. Nevertheless, there are at least twenty houses remaining from the Federal period, forming the largest group of any pre-suburban style in the area.

Obscured behind encrusted additions is a large house of imposing character at 45-49 Holworthy Street (Fig. 83). Upon close examination the classic features of an early 19th century Federal mansion are revealed in the three-story, five-bay facade with diminutive attic windows, and in the low hip roof with tall end chimneys. Proportion and form are similar to the William Saunders house of 1820 at 1 Garden Street (see *Old Cambridge*, Fig. 149). The history of this dwelling is most uncertain. The house was on its present site by 1851, but clearly had been moved from a nearby location, probably from Mt. Auburn or Belmont Streets in Watertown.

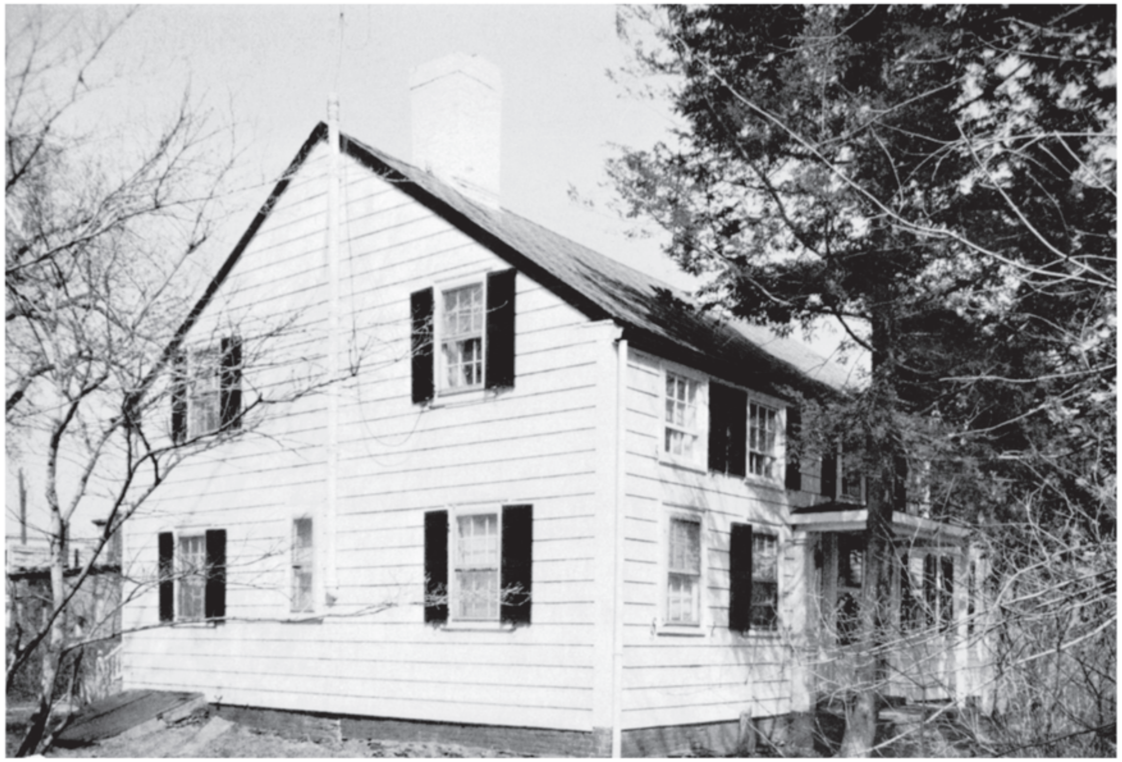
The Federal style, like the Georgian, was translated into the simplicity of the rural vernacular in Northwest Cambridge. The finest example is the Kidder-Sargent-McCrehan house at 146 Rindge Avenue (Fig. 84), traditionally dated 1792. It is the only pre-19th century farmhouse that has managed to survive on its original site with all or most of its original features intact. The curious siting, at an angle to Rindge Avenue, gives the Kidder house its venerable air; the front entrance faces directly east in colonial manner. The house has a typically 18th century four-room center-hall plan, but reveals its Federal style in the small second-story windows, the short eaves, and the sidelight entry. As was common in modest farmhouses of the period, the rooms were finished off in various stages after the house was built. The first floor rooms show a vaguely Federal motif in the door architrave and fireplace mantels typical of the early 19th century, while the main stairway and kitchen ell date from the mid-19th century.

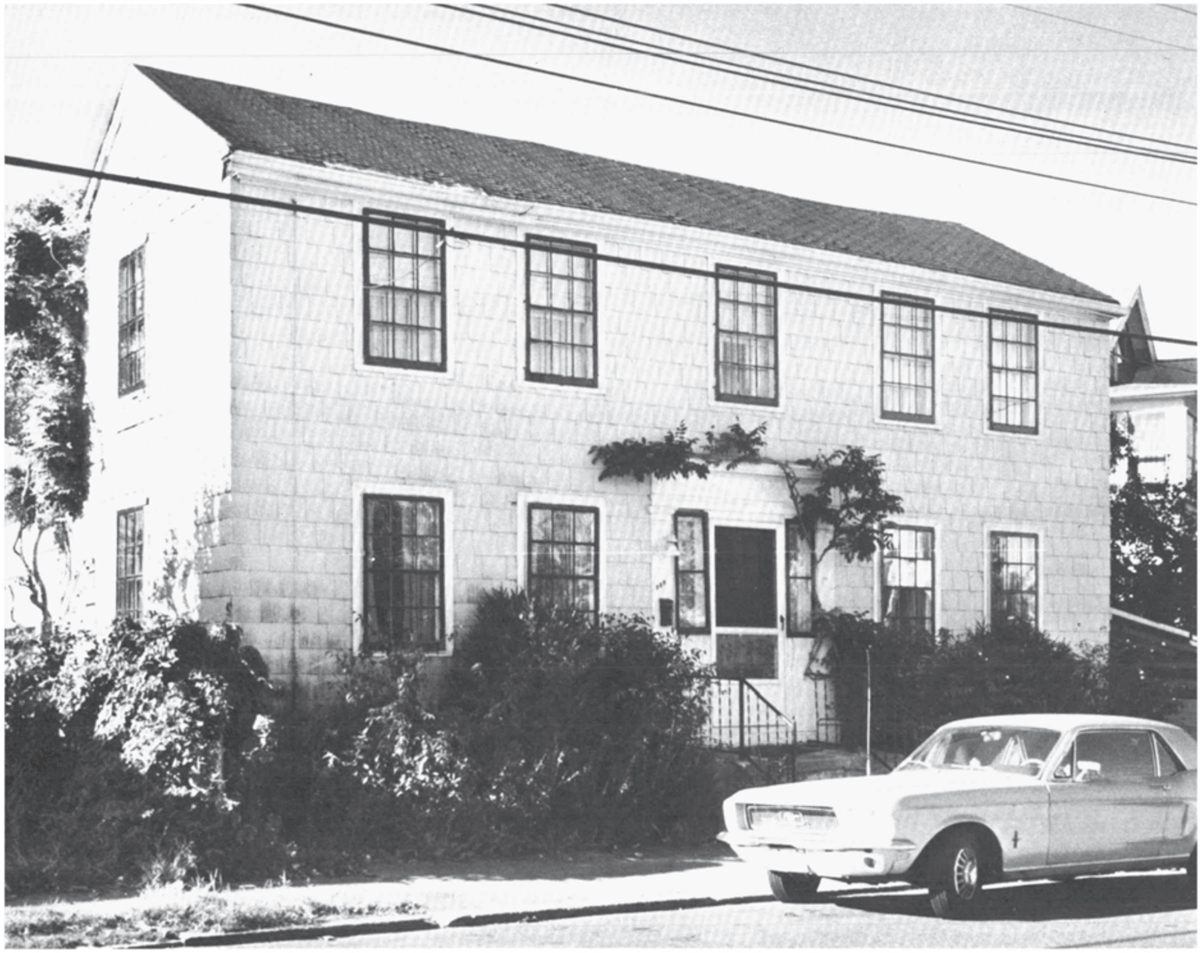
A microhistory of North Cambridge from the colonial period to the present day is revealed in the Kidder-Sargent-McCrehan house. The field lot upon which the house now stands was granted by Cambridge in 1638, and by 1655 a dwelling house had been erected by Francis Moore. This house passed from Moore to his nephew Samuel Kidder in 1686 and in turn was having two rooms per floor, a central hall and



83. 45-49 Holworthy Street, Early 19th Century. Moved from Watertown to site 1851.

84. Kidder-Sargent-McCrehan House, 146 Rindge Avenue, c.1792.





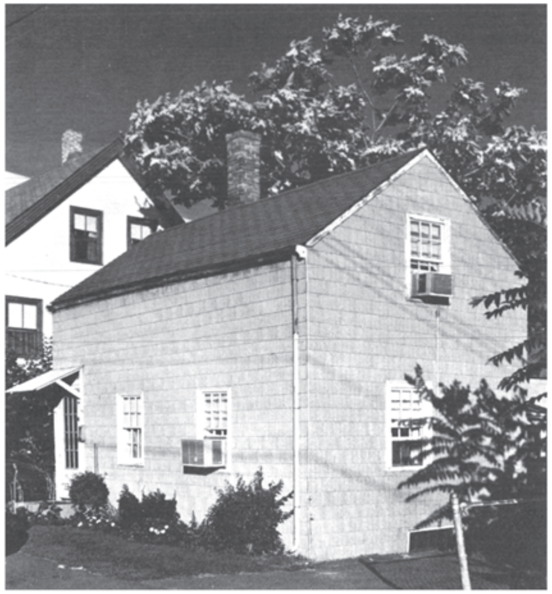
85. Wyeth-Smith House, 152 Vassal Lane, 1820. Moved from Fresh Pond Lane to site 1893.

willed to the sons of the Kidder family during the 18th century until it was inherited by Samuel Kidder III in 1789. Sometime after this point and before 1794 (when the house appears on the tax lists), the old Moore house was demolished and the present house erected by Samuel Kidder. Examination of the cellar framing reveals nothing of the 17th century, and it is presumed that 146 Rindge Avenue was built during the early 1790s. Kidder sold the farmstead to his relatives, the Childs, who in turn sold it in 1835 to Solomon Sargent after he had married Child's daughter, and turned the farm into an apple orchard. When clay was discovered beside the Charlestown Branch Railroad in 1844, Sargent converted the farmstead into a boarding house for brickyard laborers, sold off the orchard for workers' subdivisions (see Dublin, Fig. 67, above), and moved into Harvard Square to run the omnibus company. The house was then rented to Jeremiah McCrehan, a brickyard foreman, who acquired the farmhouse from Sargent's heirs in 1867. The house remained in the McCrehan family until 1946.

Other four-room plan houses of the Federal period remain in Northwest Cambridge. The tenement at 479-481 Concord Avenue was originally built in 1816 as the home of Jacob Wyeth, operator of the Fresh Pond Hotel. Its present form as a Greek Revival double house dates from a remodeling in 1840-1841; it was moved to its present location in 1895 from the Fresh Pond Hotel vicinity at Kingsley Park.

Most typical of the Federal style in early 19th century Northwest Cambridge was the two-room center-hall farmhouse. Fortunately, several examples of this type have survived, although relocated. The finest is at 152 Vassal Lane (Fig. 85), built in 1820 as a tenant house by the Jacob Wyeth family and leased to Ebenezer Smith. While the vine-covered entry and rustic setting seem appropriate to colonial Vassal Lane, the house was actually moved to the site in 1893 from its original location at the junction of Fresh Pond Parkway and Huron Avenue. The compact massing, the low-pitched roof and the tight eaves express the essential qualities of the Federal style. The Greek Revival doorway dates from a remodeling in the late 1830s. The original six-over-six sash windows crowded upon the facade, now outlined by black-edged storm windows, create a traditional pattern. The interior is intact, retaining its attractive three-run staircase and simple turned newel. Another farmhouse of Fresh Pond association is now located at 473 Concord Avenue; its five-bay facade and turned stairway indicate the early 19th century.

By the 1830s the Federal style was being absorbed into the newly fashionable Greek Revival. Transitional details are seen in the Stimson house at 21 Donnell Street, with its handsome doorway of fluted pilasters and sidelights (Fig. 86). Built in 1833 for Royal Stimson, a nurseryman, the house was originally located on the southwest corner of Concord and Huron Avenues and moved to its present site in 1912, after which time the columned porch and asbestos siding were added. The two-room plan is expressed in typical Federal form in the roof and facade. The interior, however, is wholly Greek Revival; the well-preserved living room

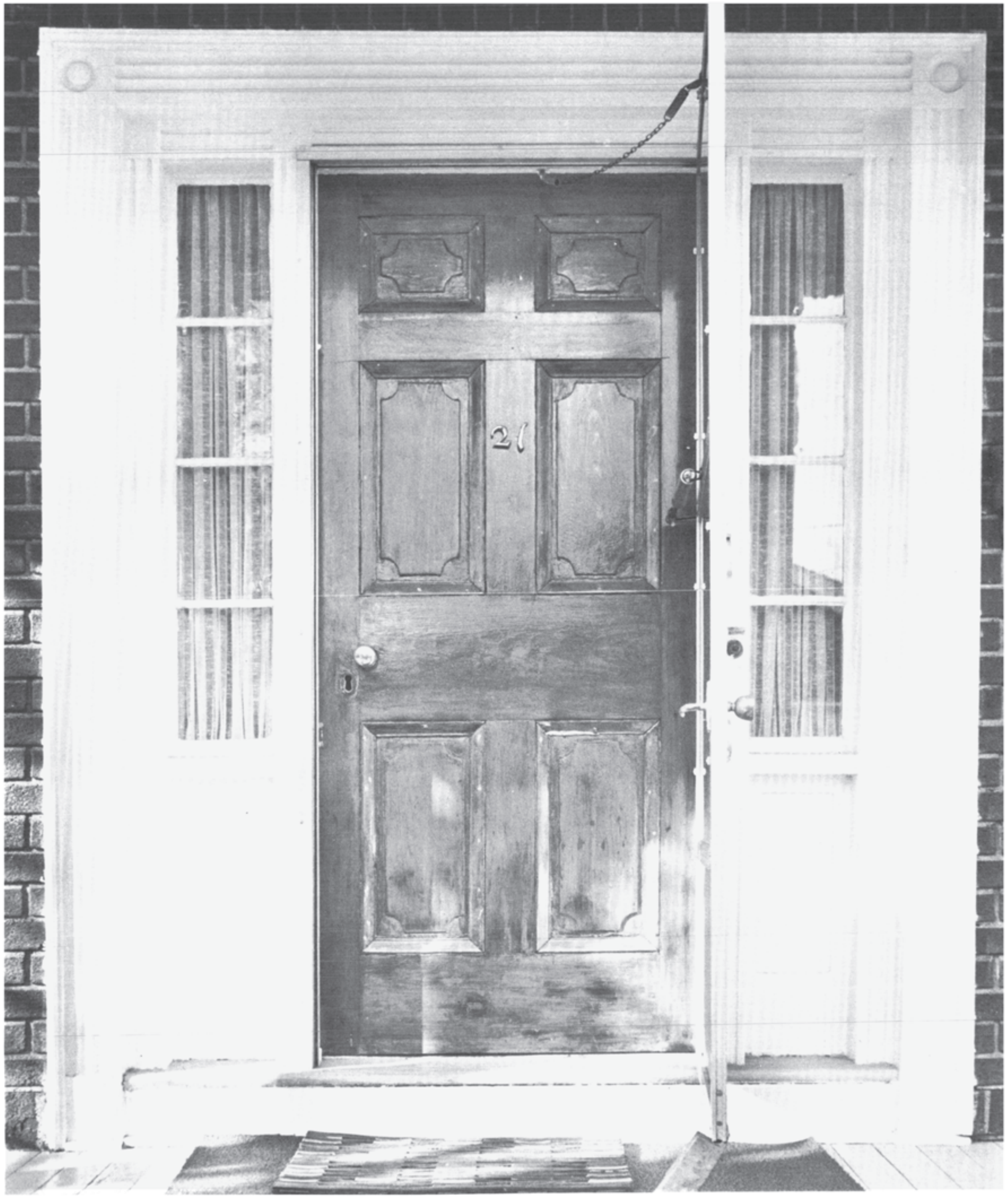


87. 16 Churchill Avenue, mid-18th through mid-19th centuries. Moved to site 1864.

fireplace mantels and window reveals are notable. This Federal form with Greek Revival details continued in the vernacular for another generation and can be seen in the early brickyard workers cottages such as 206 Rindge Avenue (1849; see Fig. 101).

Epitomizing the vernacular quality of presuburban architecture in Northwest Cambridge is 16 Churchill Avenue (Fig. 87). This house is a patchwork of fused elements, ranging from the mid-18th to the mid-19th century. Convincing 18th century features include the small window frames, the interior door details, and, most subtly, the pitch of the rear roof plate that suggests a former lean-to. The one-room plan is 18th century, but its form is atypical; the cellar framing may have been refitted from another structure. The interior is completely early 19th century in character, while the kitchen ell is thoroughly mid-19th century, save for the astounding presence of a six-paneled mid-18th century Georgian door. Of similar early 19th century vernacular style is 18 Donnell Street. This house appears to have been a former shed or shop removed to its present site and converted to a workers cottage in the mid-1850s for the Sands and Cofran brickyard.

86. Doorway, Stimson House,
21 Donnell Street, 1833.
Moved from 165 Huron Avenue to site 1912.

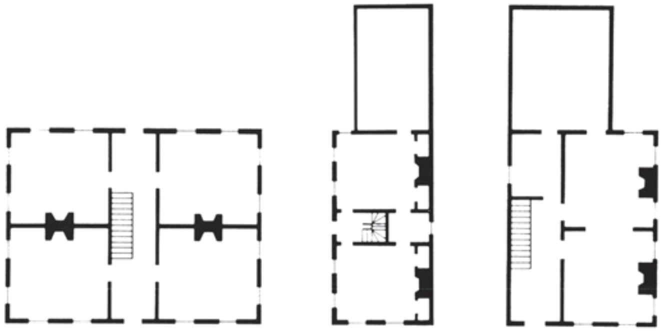


19th Century House Types

The opening of commuter railroad service to Boston in the 1840s transformed Northwest Cambridge from a rural backwater to a suburban neighborhood. This change was expressed in the appearance of new housing forms which marked the suburban life style. Three basic house types, identified in the Commission's first architectural survey, *East Cambridge,* were used by builders in Northwest Cambridge during the suburban expansion of the 19th century: Type A — central-hall four-room plan; Type B — central-hall two-room plan; and Type C — side-hall two-room plan (Fig. 89). These were all single family house types of 18th century derivation, introduced to Cambridge in the first suburban wave of the early 19th century, which developed Cambridgeport and East Cambridge. Their size and plan reflected the dimensions of city lots. Unlike many farmhouses, their principal entrances were oriented to the street, while their wood frame construction followed the traditional building practices of rural Cambridge.

The four-room center-hall Type A plan was the largest and most elaborate of the three types, but since Northwest Cambridge was a modest neighborhood there was not much demand for this building type (Fig. 90). In all, there were approximately fifteen four-room center-hall houses in the area, most of which were located in the vicinities of North and Huron Avenues.

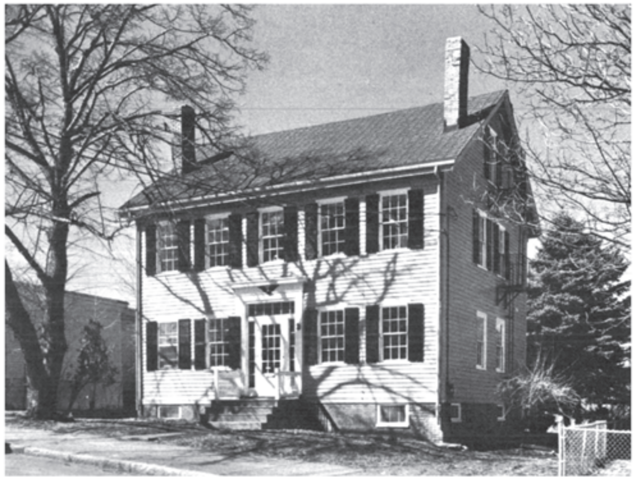
Half the size, but still somewhat impressive was the Type B two-room, center-hall plan house with kitchen ell (Fig. 91). Used from the Georgian period on, this plan was easily adapted by local builders for both middle class and working class housing. Social and economic distinctions were expressed by the amount of archi-



89. Single Family House Plans. Type A, (left); Type B (center); Type C (right).

88. Wyeth Brickyard House, 336 Rindge Avenue, 1848.

90. Type A, Four-Room Center-Hall House, 10 Holworthy Street, 1857-1858.



tectural ornamentation or yard space they had. Used for both middle class and workers housing, 155 Type B houses were constructed in Northwest Cambridge during the 19th century.

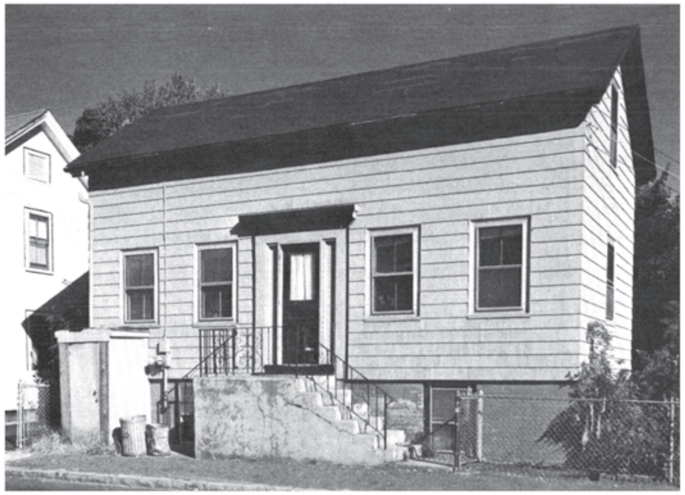
By far the most common plan was the Type C side-hall house having two rooms next to the entry-stair hall, plus a kitchen ell (Fig. 92). Employed for both one- and two-story dwellings, this plan was well suited to narrow suburban lots. By 1894, some 500 side-hall houses had been erected in Northwest Cambridge and many more were built in the 20th century. Despite similarities of plan, exterior appearances of Type C houses varied widely because the houses were decked out in every architectural style known to Cambridge builders, from the Greek Revival to the most recent version of the Colonial Revival. By the Civil War a smaller variant of this plan was being used by local carpenters in workers' quarters near the brickyards and ice ponds. In the late 19th century, the side-hall plan served as the basis for multiple-family housing, the two-family house and the three-decker.

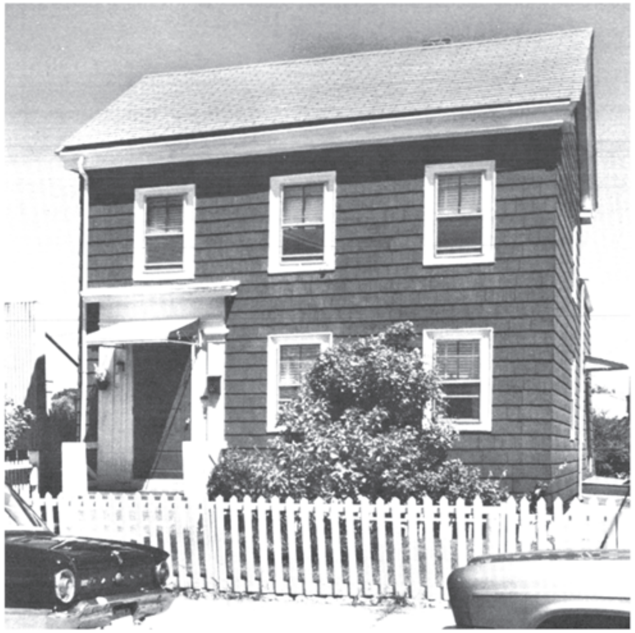
Combining aspects of both the center-hall and side-hall plans was the double house, common with suburban builders in Northwest Cambridge where some thirty examples were built during the 19th century. Two variations of the double house were used, one which joined two side-hall plans together with a common street entrance (Fig. 93), and a second which placed two center-hall houses back to back with individual entrances on the side yards (Fig. 94).

Suburban Living Standards

From the standpoint of comfort and convenience, the level of suburban life in the 19th century was considerably improved over the living conditions that had existed in Cambridge earlier. The middle class home benefited from an economy founded upon an abundance of raw materials and a system of mass production. In the realm of architectural technology, innovations in heating, cooking, plumbing, and lighting were rapidly adopted and became the

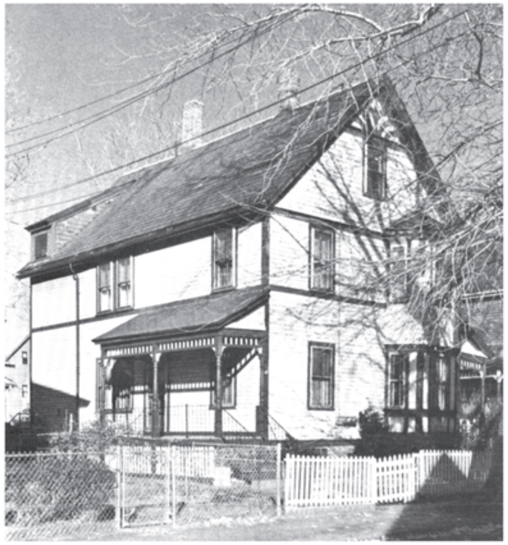
91. Type B, Two-Room
Center-Hall House,
205 Rindge Avenue, 1857,
Erastus Hutchinson.



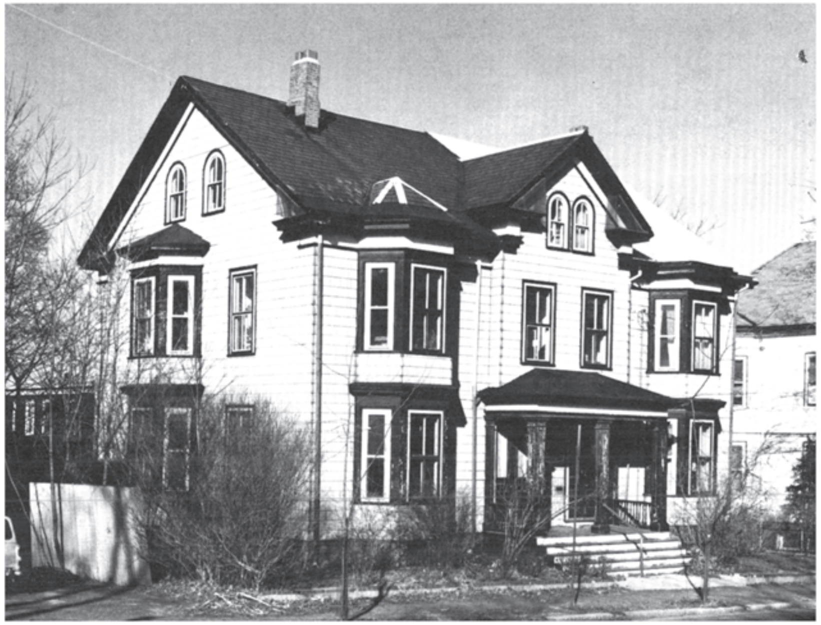


92. Type C,
Side-Hall House.
119 Harvey Street,
1845, Albert Moulton.

94. Center-Hall Double House,
45-47 Creighton Street, 1889,
J. Sewall & Co.

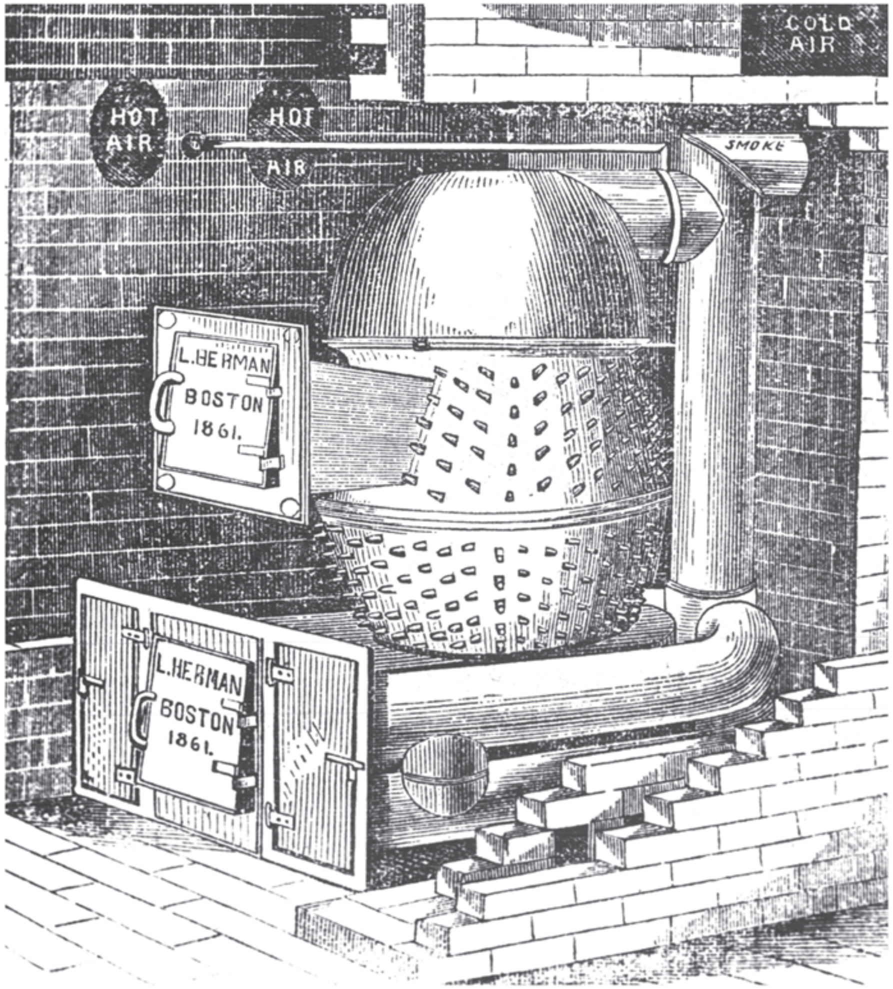


93. Side-Hall Double House, 93-95 Upland Road, c.1874.



measure of the good suburban life. What the English architectural historian Reyner Banham has called the "well tempered environment" — central heating, tap water, gas lighting, water closets, and kitchen ranges — was introduced to the American public for the first time when Boston's Tremont House opened in 1830. By the Civil War these domestic conveniences had become an expected part of suburban life for the prosperous middle class.

Adequate warmth in cold New England had been achieved since the colonial period by means of fireplaces in each room. An improvement on the fireplace came at the end of the 18th century with the cast iron stove, which radiated considerably more heat than an open hearth. By the 1840s, the stove had been improved and enlarged and had developed into the cast iron coal furnace in the basement (Fig. 95). This device permitted hot air to be piped to the principal rooms (see *Old Cambridge*, Fig. 162). At first, this central heating system reached only rooms on the first floor, while those above received heat through grates in the ceiling, a principle long utilized in workers cottages. While hot water steam radiators had been used in large public buildings before the Civil War, this improvement did not become common in suburban housing until the 1880s.

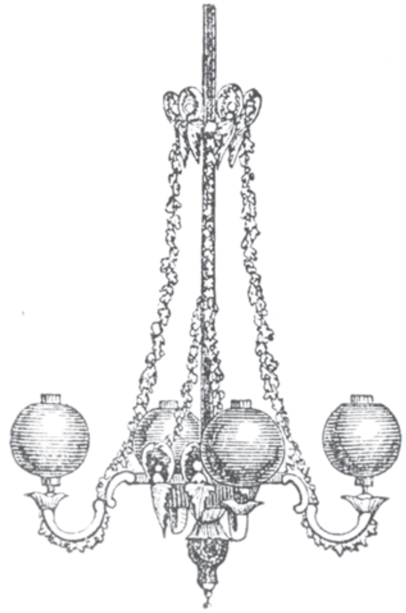


95. Hot-Air Furnace.
Cambridge Directory, 1863.

Before 1865, water for domestic use in Cambridge was supplied by individual wells for each household. A typical well still remains in the yard at 21 Donnell Street (see Fig. 28). The creation of a municipal water system in 1865 permitted water to be piped to every household in the city, although in practice this service was at first limited to affluent neighborhoods and commercial businesses. A city water system made possible such useful devices as sinks, bath tubs, water closets, and laundry facilities, which became fairly common in upper class homes by the Civil War. Many households, however, still relied on an outhouse or basement privy until the 20th century.

Household lighting was also considerably improved in the 19th century. Traditional dependence on candle power had been modified in the early 19th century by more effective whale-

96. Gas Light Fixtures.
Cambridge Directory 1863.



oil lamps, but even these caused eye strain. Illuminating gas derived from coking coal was a boon to home lighting, for the gas, like water, could be piped to each room (Fig. 96). The use of illuminating gas in Cambridge dates from 1852, with the formation of the Cambridge Gas Light Company. As in the case of running water, gas was first used by businesses; even at the end of the Civil War it was restricted to the well-to-do. A dramatic improvement in lighting came with the introduction of the incandescent bulb in 1879, but the full impact of electric light was not felt until the early 20th century.

Workers Housing

Boarding Houses

For small groups of single men hired to harvest ice, dig clay, or cure hides, the most convenient residential arrangement in the 19th century was the boarding house. This kind of communal living, with crowded bunk rooms and a communal meal board, was common in an era when men had to work in isolated situations. In Northwest Cambridge the only such housing immediately available near the ice ponds and early brickyards was company-owned. In most instances, these were aging colonial farmsteads that had been converted into boarding houses. Following this pattern, Frederic Tudor refitted the Prentice-Storer house as the Fresh Pond Farm for his ice workers in 1838, and Solomon Sargent remodeled the Kidder house (now 146 Rindge Avenue, see Fig. 84) in 1845 for his brickyard laborers.

Once the permanence of the ice harvesting industry and brickyards was assured, the more prosperous owners erected new boarding houses for their workers, the first by Nathaniel J. Wyeth in 1848 at the Hubbell-Wyeth yards (see Fig. 67). Known only from 19th century views and maps, the Wyeth boarding house was built, appropriately, of brick, having a center-hall plan, two-and-a-half stories, probably related stylistically to the brick superintendent's house also of 1848, now 336 Rindge Avenue (see Fig. 88). Other mid-19th century boarding houses were standard simple wood frame structures. Two of these have survived in Northwest Cambridge: 132 Garden Street, built in 1858 as the boarding house for the Sands Brickyard in the style of a workers cottage with a full story-high brick basement; and Mrs. Malloy's boarding house at 515 Concord Avenue (Fig. 97), erected in 1859-1860 for the Fresh Pond ice harvesters, a center-hall plan type with an extended right bay, originally a bunk room.

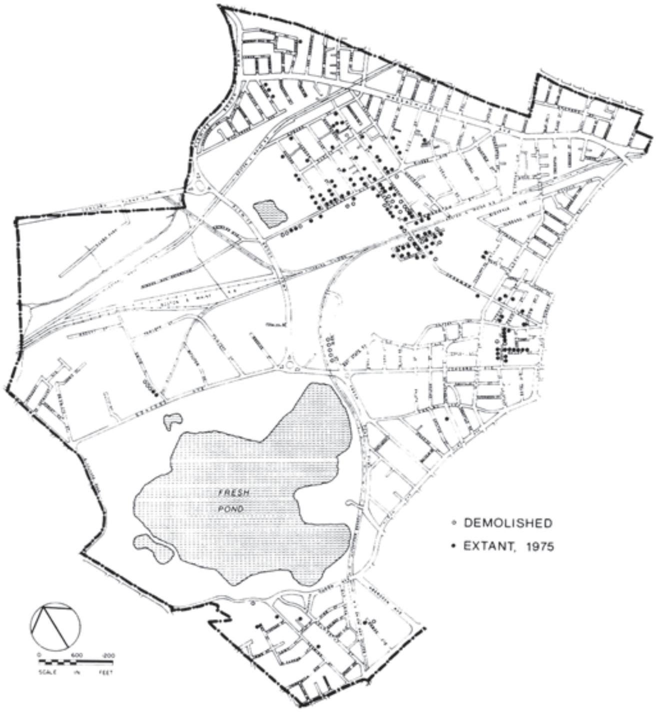
97. Mrs. Malloy's
Boarding House,
515 Concord Avenue, 1859-1860.

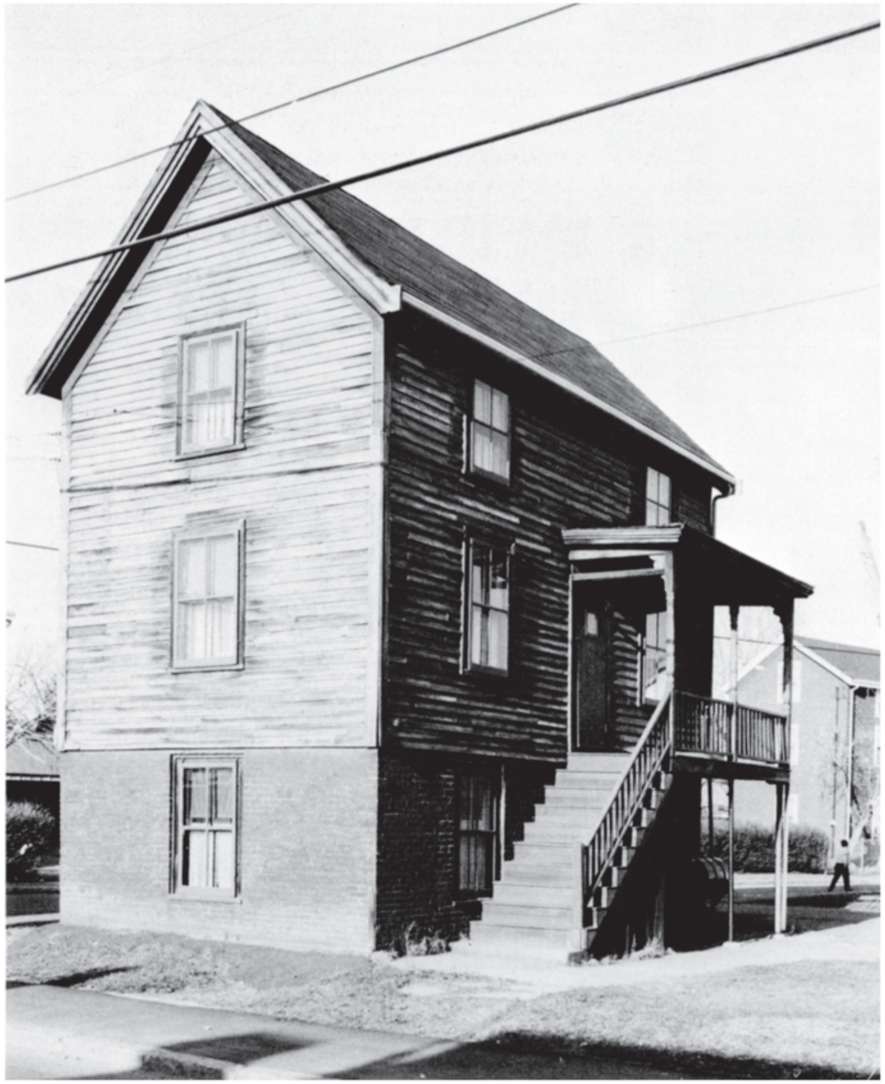
Workers Cottages

Of the free-standing house types, the least elaborate was Type B, the basic Federal two-room, center-hall plan which had been in use since the 18th century. Because this type was small and easy to construct, it was adopted in the 19th century to house workers in outlying industrial areas, and thus commonly referred to as the "workers cottage." Northwest Cambridge has the largest group of workers cottages now standing in the City: approximately 130 cluster in the former brickyard subdivision on Rindge Avenue, Sherman and Donnell Streets, plus a sprinkling of others on Cushing and Magoun Streets (Fig. 98).

As an inexpensive dwelling, the workers cottage was usually built on a narrow lot with its gable end to street. In an effort to minimize heating cost, the blank rear chimney wall usually faced north and the entrance south whenever the lot orientation permitted. The workers cottages were often placed up on a high brick basement, an adaptation which was especially common in North Cambridge. This high brick foundation has been attributed to the impracticality of excavating a cellar in the marshy ground where most were located. But its use in areas without water problems suggests that a more practical reason was the availability of inexpensive brick from the neighboring claypits as an alternative to digging a cellar and lining it

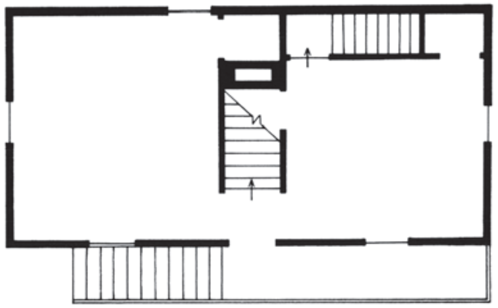
98. Workers Cottages
in Northwest Cambridge.





99. 132 Sherman Street, 1852. Roof altered c.1890. Demolished 1972.

101.
206 Rindge Avenue,
1849.



100.
First Floor Plan,
132 Sherman Street.

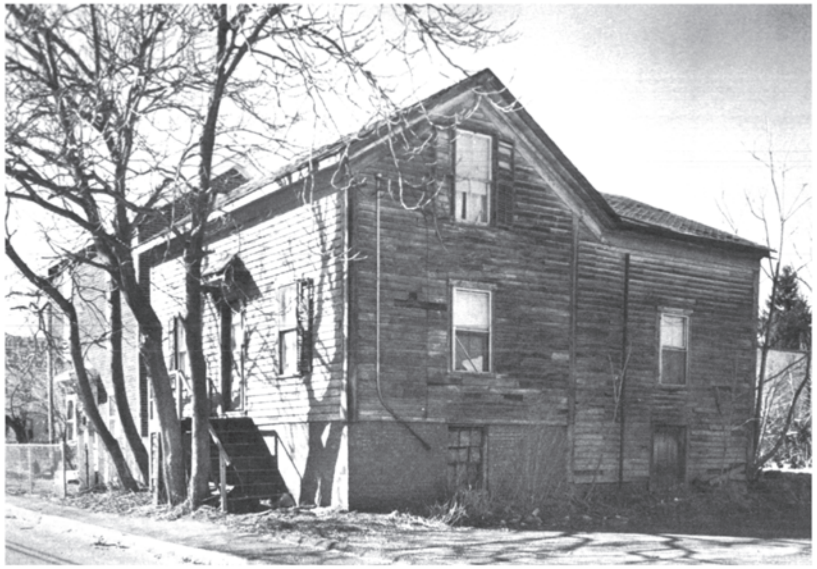
with stone. In addition, the high brick basement was often employed as space for cooking or as a shop, though the floor was often dirt.

These high foundation workers cottages have become uniquely associated with the North Cambridge brickyards and the Irish laborers who lived in them. A typical specimen and local landmark was 132 Sherman Street, a gaunt house that towered over the brickyard railroad crossing, which was unfortunately demolished in 1972 (Figs. 99, 100). Built in 1852 for Jeremiah O'Connell, a brickyard laborer, it achieved its distinctive silhouette in the 1890s, when the attic story was raised to provide additional headroom on the second floor.

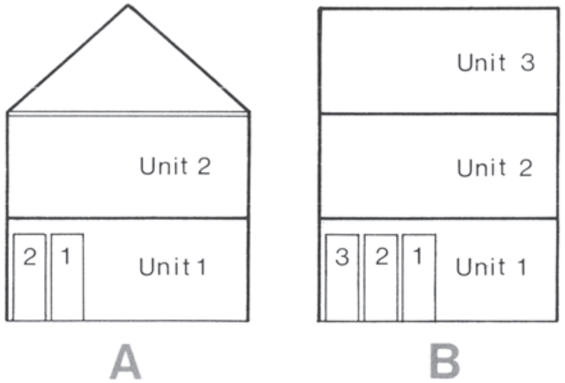
The high brick basement of the North Cambridge cottages appears to have some relation to the evolution of multiple-family accommodations which became so important later on. Two living units were improvised in some rental properties in Sargent's Dublin addition by treating the brick basement and the wooden "house" above as separate dwellings. The upper unit was reached by a long outside stairway. Surviving examples of such "double houses" are 216 Pemberton Street (1847-1848), and 191 Sherman Street (1848). High foundations were provided for many single cottages when they were built, as at 15 Sargent Street (1848; Erastus Hutchinson, housewright), but others were later additions, made when the wooden house was jacked up and the brick basement walls heightened as at 169 Sherman Street, built between 1848-1852 but elevated in 1867.

The first workers cottages in Cambridge were built in East Cambridge in the 1820s in the vicinity of the New England Glass Company (see *East Cambridge,* Fig. 131). When the claylands of North Cambridge were developed in the mid-1840s, the workers cottage plan was adopted for the brickyard subdivisions by developers like Murdock, Sargent and Hews. Sometimes thought of as flimsy shanties, these workers cottages were solidly constructed, and the majority have remained quite livable for well over a century. Subsequent enlargements have often expanded the initially small living space outward and upward around the original houses, so that few retain their original appearance.

Although an earlier group of workers cottages built in 1842-1843 for railroad and ice



102. 73 Bolton Street, 1852.



103. Multiple Family Housing,
Schematic Cross-Sections.
A, Two-Family;
B, Three-Decker.

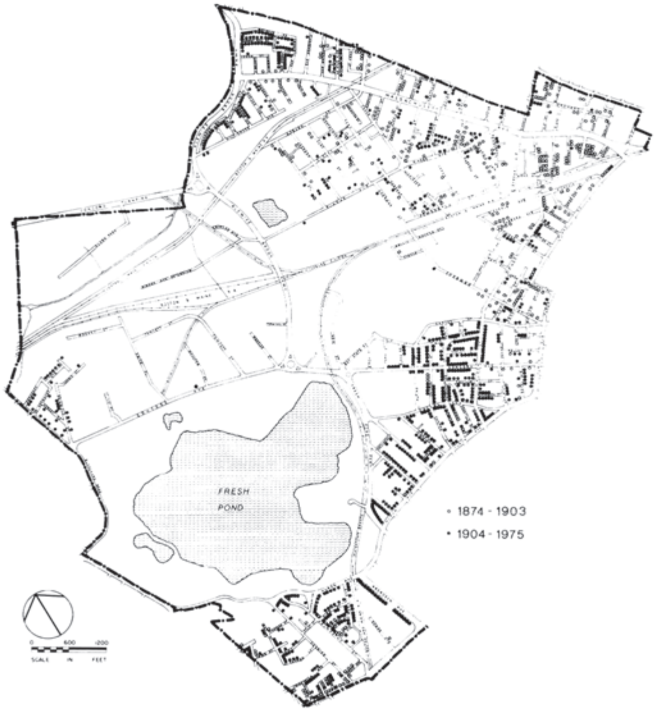
workers once stood on New Street, the oldest surviving examples were constructed in brickyard subdivisions in 1847-1848. At 336 Rindge Avenue is the house of the superintendent of the Wyeth yard, erected in 1848 (see Fig. 88). Built entirely of brick, with a subtle gable corbel, the house has a five-bay facade with a sidelighted center entry, a three-run stair, and fireplaces on the rear wall. More typical, because constructed of wood, are 195-197 Sherman Street (1847), built for John Leary, and 206 Rindge Avenue, built for John Callahan, and later stuccoed over (1849; Fig. 101).

Modifications in the proportions of the workers cottage took place after 1850. These changes produced a smaller, less expensive building than the Late Federal prototype. The three-run interior stairway was eliminated in favor of a steep, straight flight, the five-bay facade was reduced to three, and fireplaces were replaced by flue outlets to which stoves could be connected. These simplified cottages were constructed on Murdock's and Sargent's lots in the early 1850s, and little-altered examples remain at 22 Donnell Street (1851) and 73 Bolton Street (1852; Fig. 102). When the Race Course lots were opened up in the mid-1850s, the larger five-bay plan was used in several houses, but after 1860 the smaller three-bay plan predominated.

Beginning in the mid-1870s, workers cottages were superceded by the side-hall, multiple-family tenement which allowed for a greater population density. Where there was less need to crowd, however, as in newly-established industrial areas, the older workers cottage type continued to be used late in the century. Examples are 17 Smith Place (1878-1879), built as one of five tenants' houses for the Niles Brothers slaughterhouse, or those built near the Hews claypits at 10 and 16 Stearns Street in 1891 for J. W. Fenno.

Multiple-Family House Types

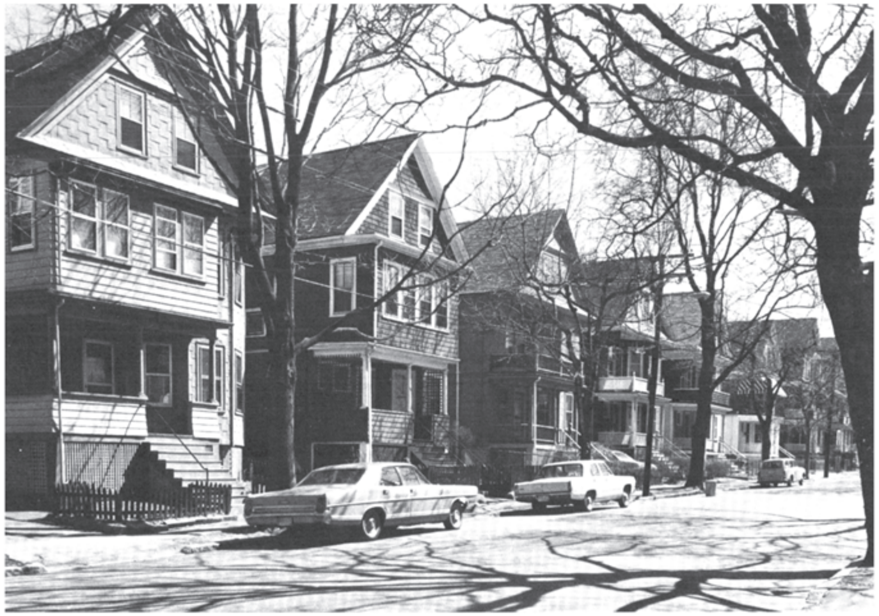
Following the Depression of the 1870s a major change in suburban house types occurred in Northwest Cambridge. The single family



104. Two-Family Houses
in Northwest Cambridge.

house was replaced by multiple family house types, providing inexpensive suburban housing along the streetcar lines for families of modest means. The prototype was the side-hall plan. This was expanded into the two-family and three-family house plan, each floor a self-contained living unit which shared a common street entrance. In effect, several side-hall houses were stacked upon one another (Fig. 103). The development of the two- and three-family types was facilitated by the availability of technological developments that had begun to appear before the Civil War: central heating, piped water, and illuminating gas. Availing themselves of these advances, builders could now provide heat, water, and light to rooms above the ground floor, although water pressure imposed some limitations on height.

In the Boston area, two- and three-family house plans first appeared in the working class suburbs of East and South Boston during the 1860s. There is some evidence that double houses in Cambridgeport were modified into multiple family tenements in the late 1840s and tenement row houses were built near the North Cambridge brickyards in the early 1870s. Development of the multiple family plans was deferred by the Panic of 1873. When building resumed in the mid-1880s, the two-family and three-decker were accepted types for the suburban builder in Northwest Cambridge.



105. 104-112 Fayerweather Street, 1902-1904, E. E. Jordan.

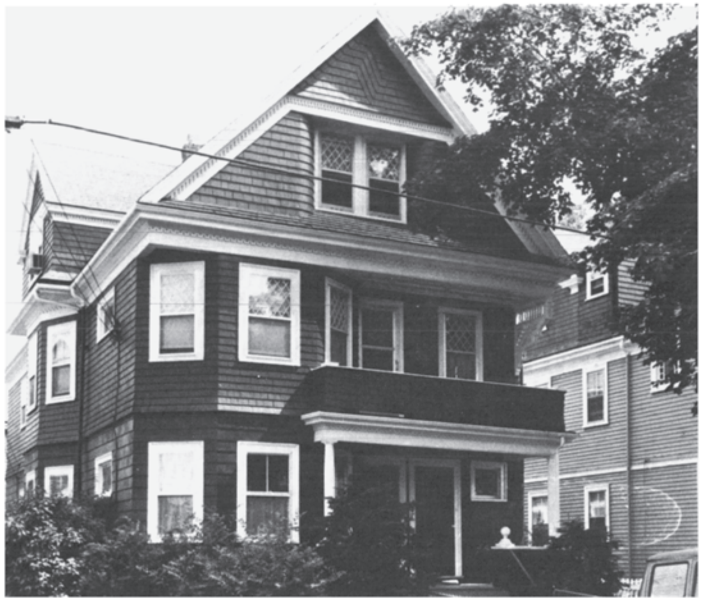
Two-Family Houses

Approximately one thousand two-family houses were erected in Northwest Cambridge in the half-century from 1885 to 1935; they became the prevalent housing type for the entire area (Fig. 104). The two-family house was built to satisfy the residential needs of middle and working class families in the late 19th and early 20th centuries, when it had become possible to live in the suburbs and take a streetcar to work. The earliest houses of this type in Northwest Cambridge were erected in the 1880s on side streets off Massachusetts Avenue, contemporary with examples also built in Cambridgeport. Houses such as 51-53 and 58 Norris Street (1885-1886) are based directly on the standard two-room side-hall plan with rear kitchen ell. Here one finds separate entrances and stairs, one in front for access to the lower apartment, the second in back for the upper unit. Most two-family houses of this period coupled the basement with the first floor unit, and the attic with the second floor. Their identifying external features are the box-like bay at the front and the repetition of the fenestration on each floor.

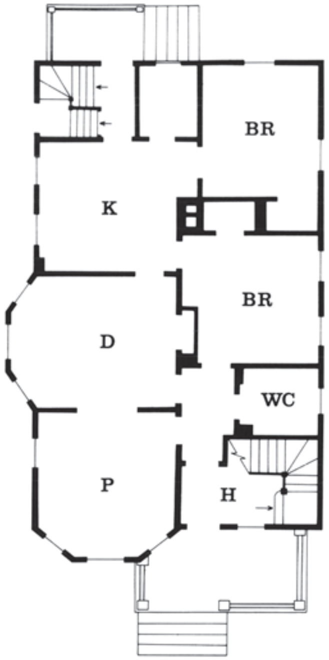
The construction of two-family structures began in earnest after the recovery from the Panic of 1893, and over the next twenty years some five hundred units were erected in Northwest Cambridge. With experience gained in tract side-hall construction in the 1870s, builders here realized some advantages to mass production, using standardized plans and stock millwork. A single builder was able to erect a score of two-family houses in a single season, thus creating an entire suburban neighborhood. Often the builder owned the land and was his own designer, so that many streets were the product of one man's efforts. Most notable of the two-family builders in the 1890s were Charles M. Miller on Walden, Tenney, and Belmont Streets; J. Sewall on Creighton Street; J. C. Conner on Porter Road; Joseph Miller on Haskell Street; and Erwin R. Dix on Cameron Avenue. Builders of the early 1900s included E. E. Jordan on Fayerweather Street (Fig. 105); A. S. Hill on Gold Star Road (see Fig. 356); Daniel McGregor on Concord Avenue; and Albert Hederstat on Larch Road and Fresh Pond Parkway.

Two-family dwellings of the late 19th and early 20th centuries exhibited an ample scale and exuberance of detail that reflected the low building costs prior to the First World War. In architectural style they were either Queen Anne or Colonial Revival (Fig. 106). Room layouts were noticeably commodious, and plans were based on the traditional side-hall type as at 97 Fayerweather Street (1909; T. F. Haley, builder; Fig. 107). The double set of stairs used in the 1880s were now combined into one front and one rear to allow more living space, and a second row of smaller rooms was added on the other side of the hallway.

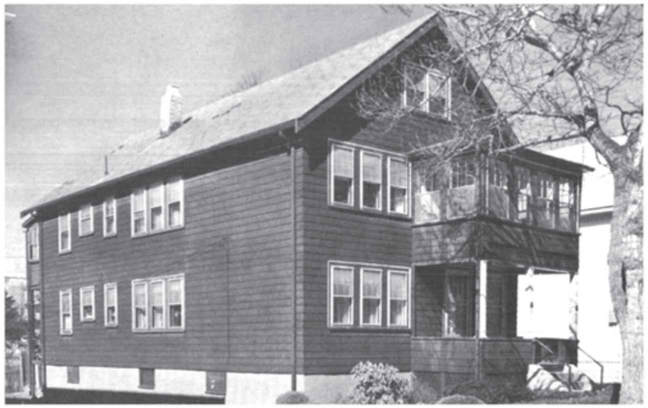
Porches were a prominent feature of the two-family house, serving both decorative and



106. 24-26 Woodbridge Street, 1903, Erwin R. Dix.



107. First Floor Plan, 97 Fayerweather Street, 1909. T. F. Haley.



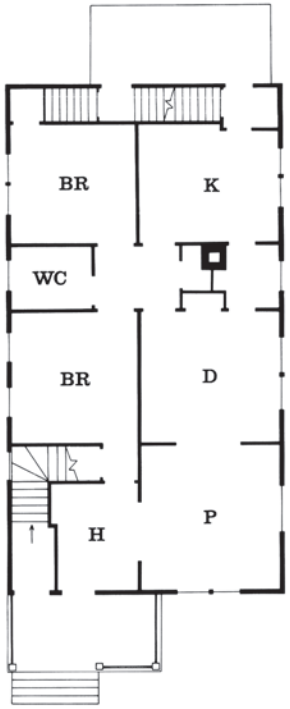
108. 28-30 Aberdeen Avenue, 1928, Home Service Co.

functional purposes. The front porch was used for public socializing, and the rear one for service and household activities, such as the delivery of milk and ice and the drying of laundry. Bay windows were a popular and visually expressive feature which provided additional light to the parlor and dining room. The kitchen remained traditionally in the rear, but the bathroom was now located near the bedrooms, accessible from the hallway, in the middle of the building, testimony to interior plumbing and the rising standard of living. In some two-family structures the cavernous attic became a third living unit cramped under the eaves to form a quasi-three-decker. In the basement each living unit had its own furnace, coal bin, and locker space.

Five hundred two-family houses were constructed in Northwest Cambridge in the decade following the First World War. This figure is all the more impressive when it is realized that most of the building was done in just six years between 1924 and 1930. By this time, tract building methods had become highly developed, and structures could be quickly built. In Northwest Cambridge most of this construction was done by building companies formed after the War. Important among these were the Dix Lumber Company, Home Service Company, Clow Brothers, and Porter Realty Trust. Both the French Canadians and the Irish emerged as important local builders, including G. H. Benware, Albert Leger, Daniel T. Cormier, J. DeVries, H. L. McLaughlin, F. H. Gowing, and O'Connor & Quinn (Fig. 108).

Despite the quantity of construction, the smaller size and plainer appearance of the average two-family house erected in the 1920s showed the effects of rising costs of material and labor. As illustrated by a typical dwelling at 359 Walden Street (1924; Ira F. Bowlby), the interior plan still exhibited strong ties to the 19th century side-hall form; room sizes grew smaller and ceilings lower (Fig. 109). However, the economic well-being of the period is evidenced in the more elaborate kitchen and bathroom fixtures and the improved heating and lighting. The builder also provided automobile garages in the back yard, approached by a driveway between houses.

All two-family construction ceased during the Great Depression, and the last tract two-family houses were built along Alewife Brook Parkway in 1931-1932. Yet the two-family plan has never been entirely forgotten and during the 1950s and early 1960s about a dozen examples were built in Cambridge Highlands.



109.
First Floor Plan,
359 Walden Street,
1924,
Ira F. Bowlby.

Three-Deckers

Like the two-family house, the three-decker was developed as a type of multiple unit housing during the 1870s and continued in use through the 1920s (Fig. 110). The name "three-decker" describes the building type: a three-story freestanding wooden structure designed to provide three living units, housing each family on a separate floor. Generally placed with its narrow end to the street, the standard three-decker has three-story front and side bays, a main entrance on one side of the street facade, an overhanging cornice, and a flat roof. Open front and rear porches at every floor are also customary.

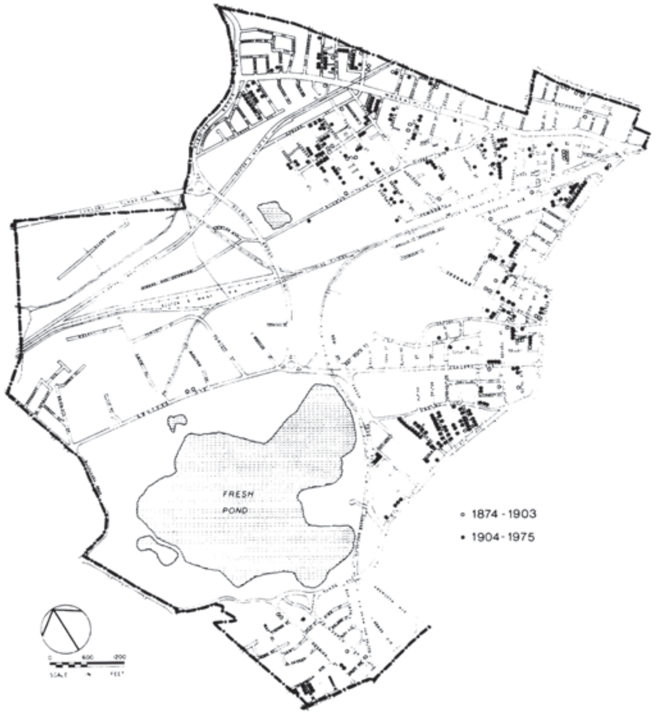
The three-decker was usually three or four rooms deep, having a stairway toward the front and rooms on both sides of a center hall (Fig. 111). In Northwest Cambridge, some modest three-deckers were built in which the bedrooms and often the dining room were designed as walk-through rooms, taking on the function of the hall (Fig. 112). In the three-decker, the kitchen took the traditional rear location, adjoining a service stairway and an open back porch (called a piazza), which provided room for drying clothes and for delivery of ice and milk. The three-story front and side bays gave extra light to the front parlor and dining room. Separate basement furnaces heated each floor. Double three-deckers were also built, in which two standard three-deckers were joined by a common center hall which gave access to two dwelling units, instead of one, on each floor.

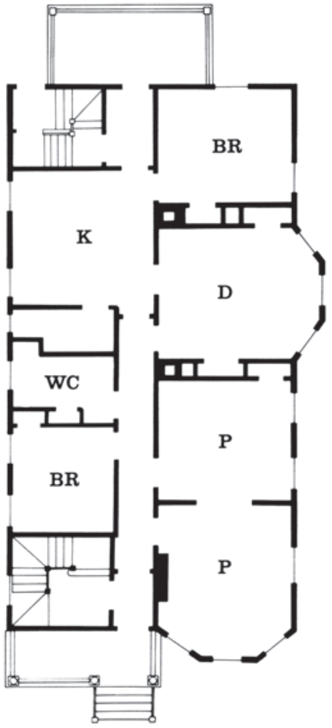
The three-decker derived both from the suburban side-hall house and from the urban tenement of the mid-19th century, and was built equally in middle class subdivisions and working class neighborhoods. Boston, Fall River and Worcester all claim origin of the three-decker, but this suggests that the development of the type probably occurred simultaneously in a number of cities in eastern New England. Like the kindred two-family house, the earliest three-deckers were built during the 1870s, but the general economic depression delayed full development of this type until the mid-1880s.

Only a handful of three-deckers were built in Northwest Cambridge during the last quarter of the 19th century. As the area was still largely suburban, and even rural in places, there was little need for multi-family housing. A prototype three-decker was erected in 1875 at 15 Upland Road (Fig. 113) on the site of the former horse railway barns. Described in the *Cambridge Chronicle* as a "six-family tenement," 15 Upland Road resembled the later double three-deckers, with its center hall and two dwelling units per floor. Handsomely detailed to attract a middle class clientele, this building, with its varied window trim, bracketed eaves, and center gable, remains today much as it was originally built.

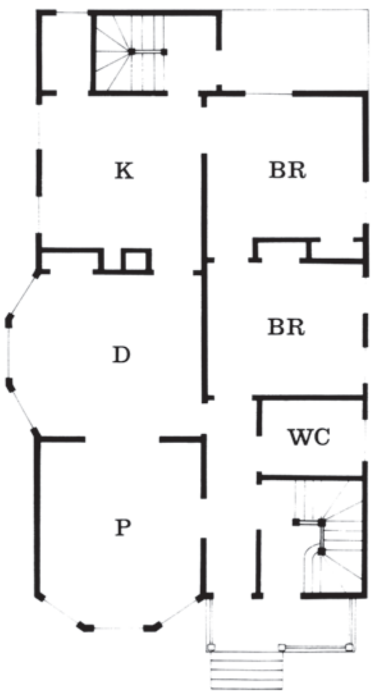
The first true three-deckers built in Northwest Cambridge were erected in the early 1890s. During this period, elaborate examples in the Queen Anne style, such as 174 Elm Street (1891; Fig. 114) were built in the middle class neighborhoods off the North Cambridge trolley

110. Three-Deckers in Northwest Cambridge.





111. First Floor Plan, 263 Concord Avenue, 1912, Nathan Douglas.

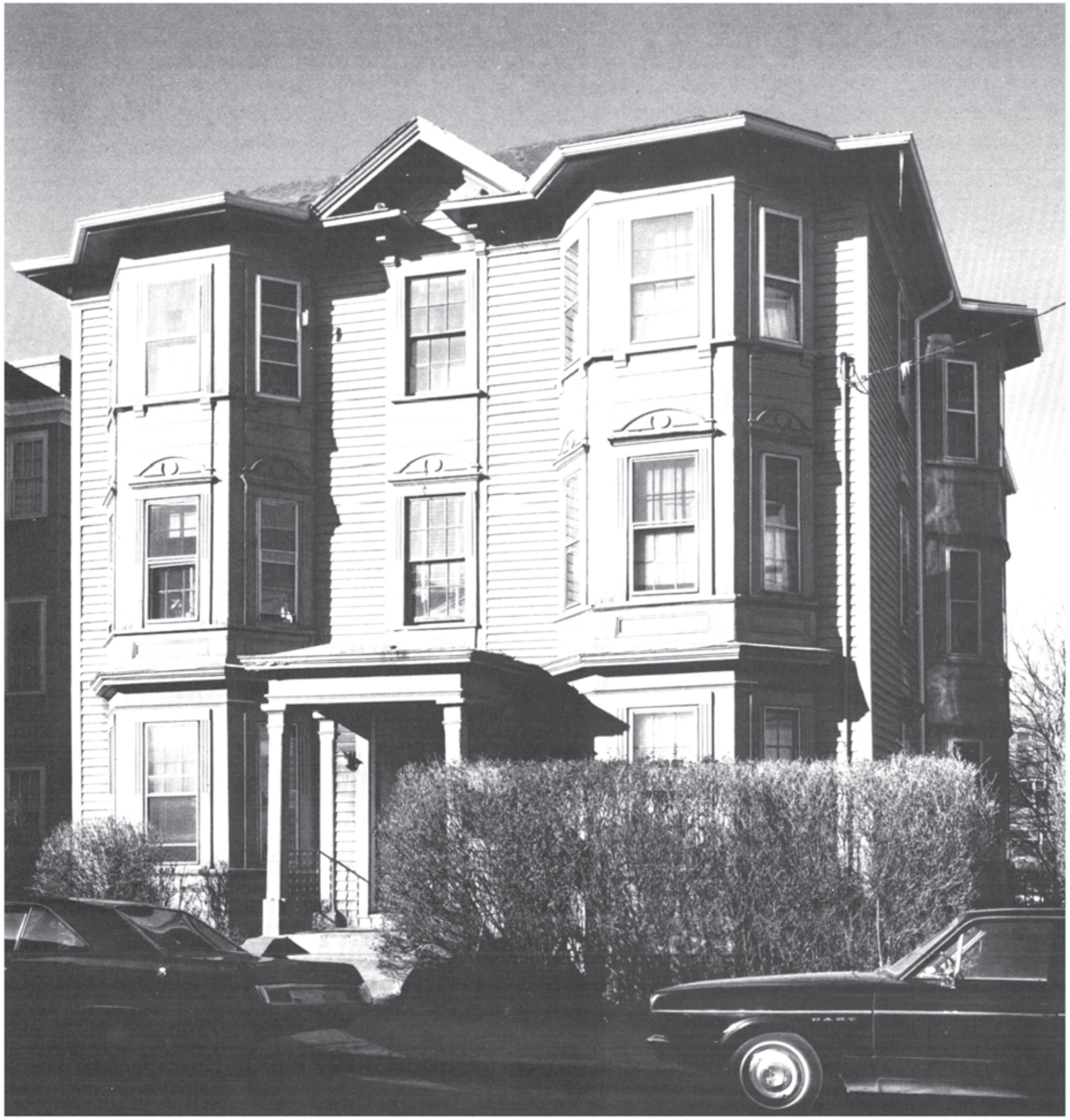


112. First Floor Plan, 14 Alberta Terrace, 1911, Erwin R. Dix.

lines, while plainer, more functional examples were erected near the brickyard areas. From 1894 to 1903, about 30 three-deckers were built in Northwest Cambridge on scattered open lots on the side streets off Massachusetts Avenue and Mt. Auburn Street, and near the new trolley route on Huron and Concord Avenues.

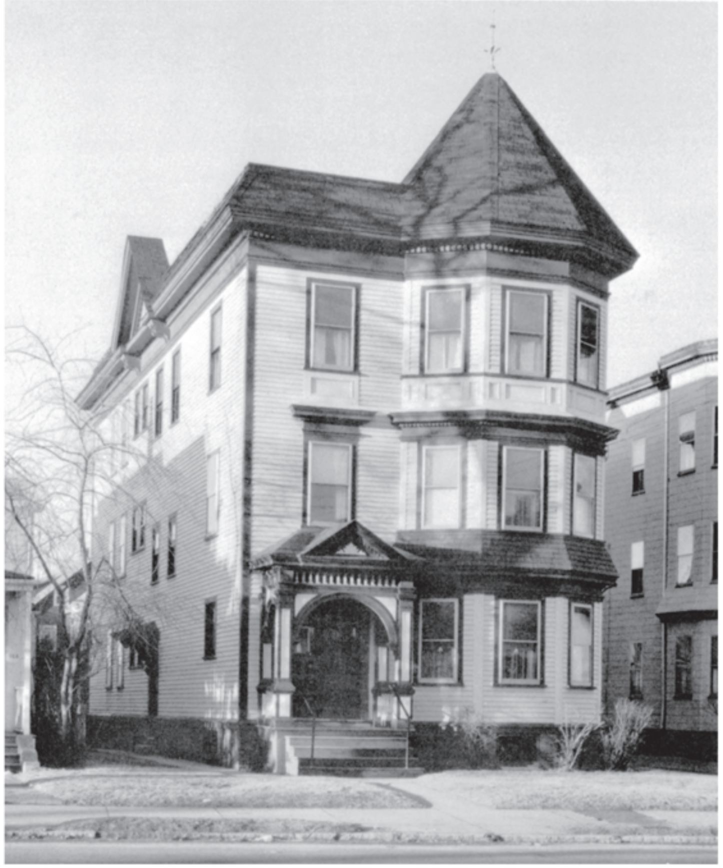
By the turn of the century open land near the streetcar lines had all but disappeared, and after the Panic of 1903 land developers and building contractors shifted increasingly from two-family houses to three-deckers. Entire neighborhoods were created, especially between 1905 and 1917, when approximately 215 three-deckers were built in Northwest Cambridge. Often, a single street would be developed completely with three-deckers erected by several builders working at the same time, such as Cambridge Terrace near Porter Square (see Fig. 363). Most of these blocks of three-deckers were located either close to streetcar lines (upper Massachusetts Avenue, Huron Avenue, Belmont Street) or near brickyards (off Walden and Dudley Streets).

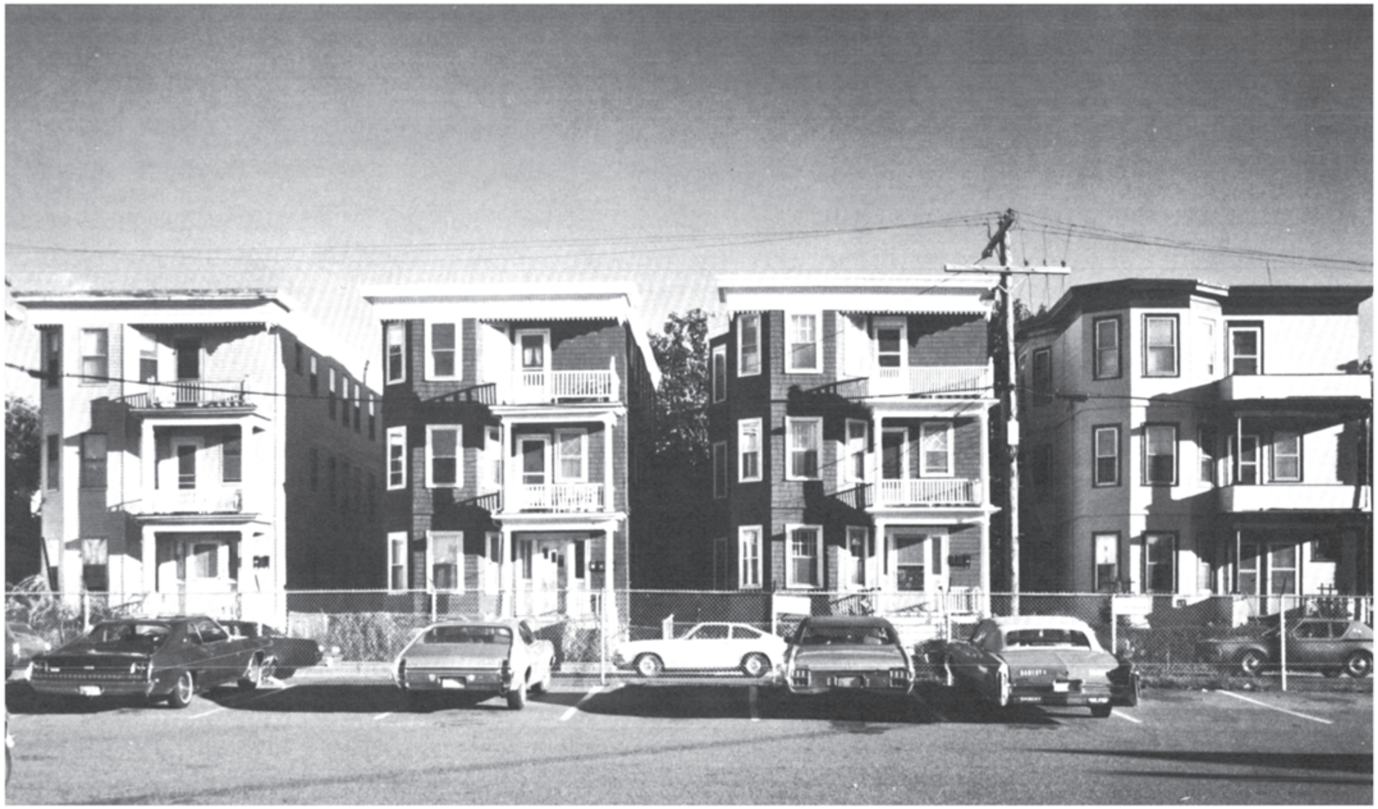
Like the two-family houses of the same period, three-deckers were generally constructed by local men, most of them working within Northwest Cambridge and nearby Somerville. In addition, contractors, builders, architects,



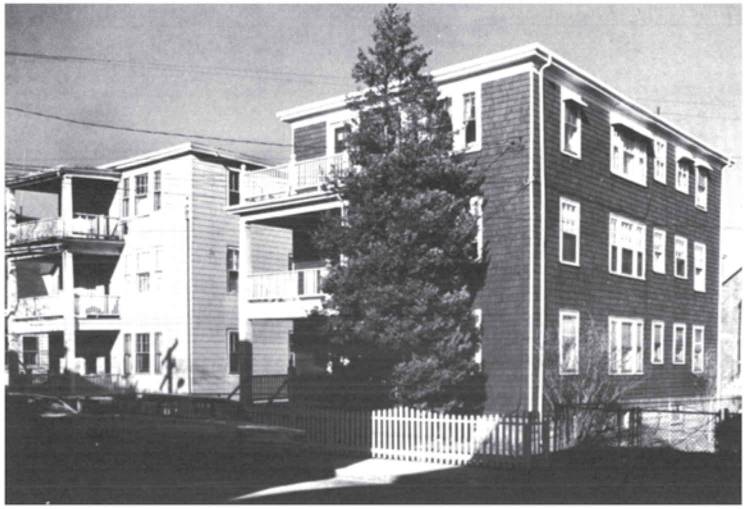
113. 15 Upland Road, 1875.

114. 174 Elm Street, c.1891.

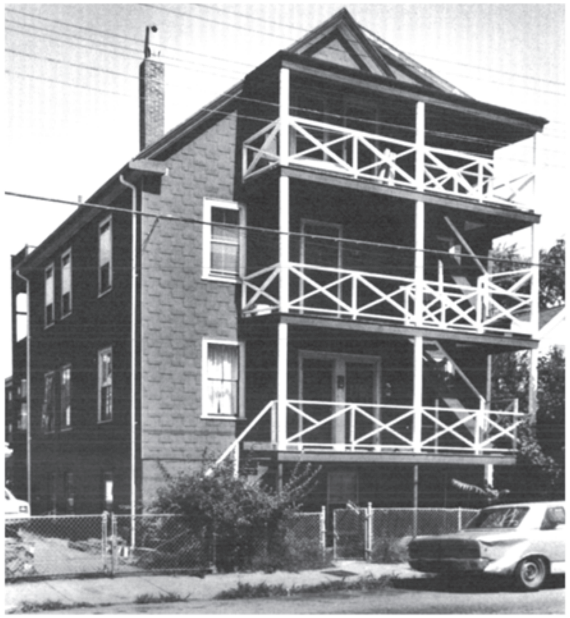




115. 14-24 Alberta Terrace, 1911, Erwin R. Dix.



116. 31 and 35 Madison Avenue, 1924, William A. Dykman.



117. 115-117 Dudley Street, 1898, Peter Perault.

and land speculators often combined to form temporary associations for the express purpose of erecting three-deckers on a particular street. Typical of the individual builders of three-deckers in Northwest Cambridge was Erwin R. Dix, who erected some thirty three-deckers in 1910-1911 near the Massachusetts Avenue streetcar terminal. Dix was a Nova Scotia carpenter who had arrived in North Cambridge about 1895, where he had built a series of workers cottages and two-family houses around Cedar and Dudley Streets. The three-deckers of Alberta Terrace (1911) are typical of Dix's work (Fig. 115). Solidly constructed and having well-handled detail, these buildings are standard versions of the more modest type of three-decker without a full center hall (see Fig. 112).

After the First World War, building in Northwest Cambridge resumed, but the three-decker was no longer a popular option. Tract builders instead concentrated on building smaller one- and two-family houses in the new subdivisions along Alewife Brook Parkway, Concord Avenue, and Blanchard Street, leaving the three-deckers for odd lots or small tracts in established neighborhoods. Between the First World War and the Depression, the last group of 85 three-deckers were built in Northwest Cambridge, most of them between 1924 and 1928, such as those as 31 and 35 Madison Street (Fig. 116).

Although the majority of the three-deckers in Northwest Cambridge followed the flat-roofed Boston area style, there were two groups of exceptions. The hip-roof typical of Worcester was used by H. Ramsey in 1910 for a series of three-deckers on Sullivan Road, and the gambrel-roof type found in the Connecticut Valley appears on several examples on Granville Road built by H. D. McGray in 1911. Not all three-deckers followed the New England side-hall plan. When the French Canadians arrived in North Cambridge in the 1890s, they erected three-family houses with outside entrance stairways, in the manner of their native Quebec, as at 115-117 Dudley Street, built by Peter Perault in 1897 (Fig. 117).

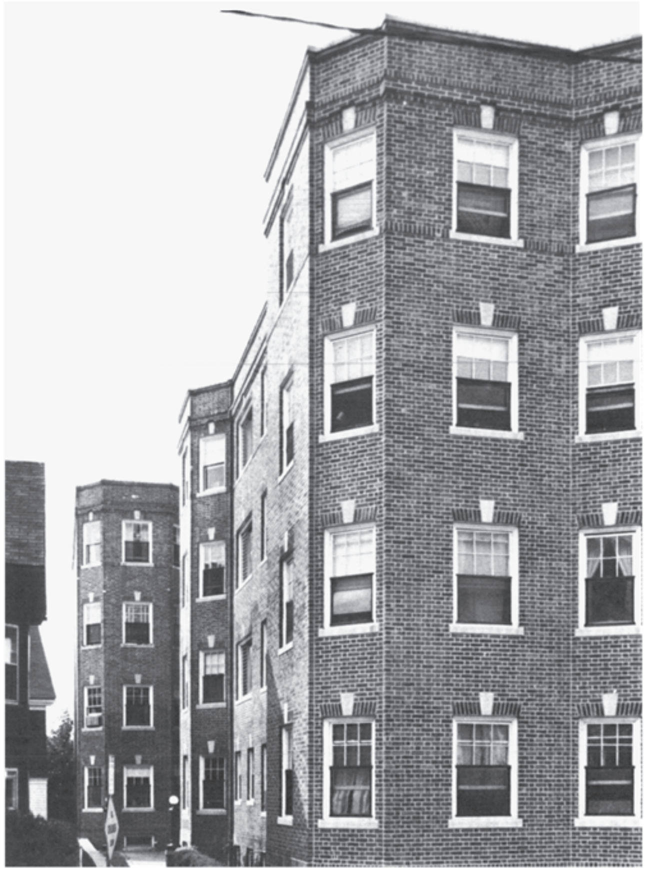
Apartment Buildings and Public Housing

The apartment house in Northwest Cambridge is a 20th century development. Its increasing presence in the area indicates a fundamental change to urban scale as higher demands on limited space require increasing numbers of dwelling units on each building site. As defined in this study, the apartment house is a multi-unit residential structure, usually more than three stories high and built of brick or concrete.

Before the early 1900s there was no need for such high density residential structures in Northwest Cambridge. The earliest multi-unit buildings were either commercial, such as Porter's Hotel (1831-1833), or institutional, such as the Alms House (1850). Residential needs were fully satisfied by suburban housing types. The first apartments in Northwest Cambridge were old hotels which were converted into family units: the Race Course Hotel (1847), expanded and rebuilt in 1870, and the Fresh Pond Hotel (1797), moved to 234 Lakeview Avenue in 1892 and remodeled as the "Lakeview" apartments (see Fig. 264). Apartment units were also built over store blocks along Massachusetts Avenue during the late 19th century, and numerous private boarding houses served as the socially acceptable quarters for single persons.

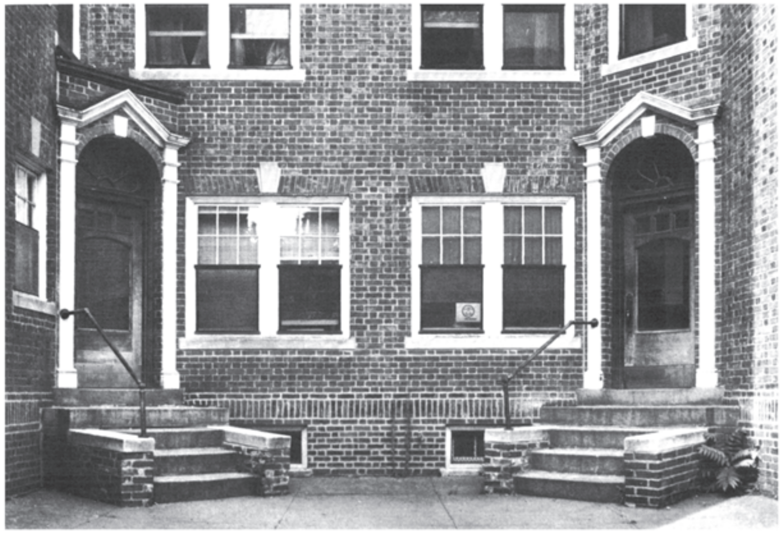
The opening of the Cambridge Subway in 1912 sparked a wave of apartment speculation along the trolley routes to Harvard Square Station, particularly along Massachusetts Avenue between Porter Square and the Cambridge Common. During the next five years six apartment buildings were erected in Northwest Cambridge, most of them near Porter Square. Typical of these is 78-80 Porter Road, built in 1915 on the site of Porter's Hotel and designed by Newhall & Blevins (Fig. 118). The plan of this five-story Neo-Classical brick building is based on the courtyard plan developed for luxury apartment hotels in New York City in the late 19th century and first found in Cambridge in Riverbank Court, 305 Memorial Drive (1900), at the Charles River and Massachusetts Avenue (see *Cambridgeport*, Fig. 54). Because of the narrow lot at 78-80 Porter Road, only half of the usual courtyard plan was built; the building was turned toward the south to take advantage of the sun (Fig. 119).

In the real estate expansion of the mid-1920s, most of the construction in Northwest Cambridge focused on the automobile-oriented middle class suburban tracts near Alewife Brook. As a result, only two apartment houses were erected during this period, both in the late 1920s and both on side streets off Massachusetts Avenue. Shortly after the Depression two brick apartment buildings were erected in Northwest Cambridge: 94 Rice Street (1937; Manning Waters), and Garden Court (1940; Ralph Wa-traus; Fig. 120). Both used the courtyard plan and traditional Neo-Classical detail, but Garden Court is the more innovative, incorporating design elements which have since been used in many suburban garden apartments. Here the complex is divided into eight smaller units, creating an intimate scale, and the garages are unobtrusively incorporated into the rear slope.

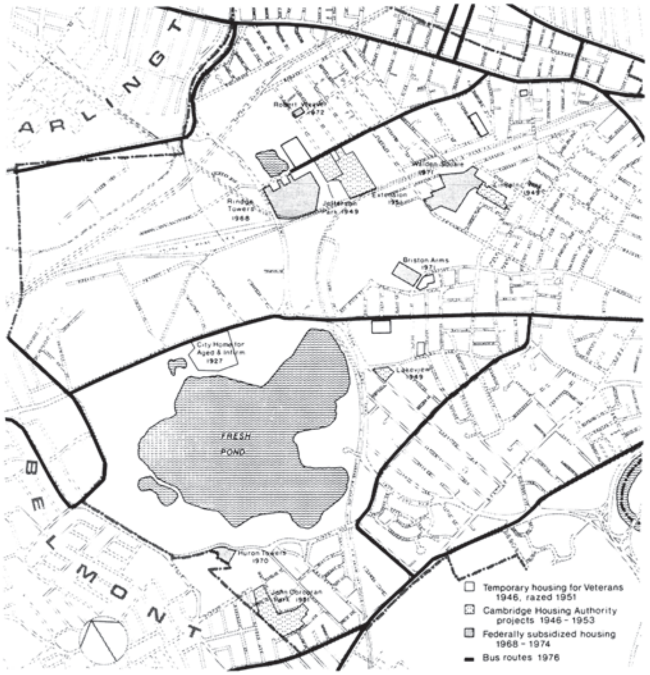


118. 78-80 Porter Road,
1915, Newhall & Blevins.

119. Entrance,
78-80 Porter Road.



120. Garden Court, 1940, Ralph Watraus.


ARLINGT
Robert Weaver 1972
Rindge Towers 1968
Jefferson Park 1949
Extension 1951
Walden Square 1971
Lincoln Way 1949
Briston Arms 1971
City Home for Aged & Infirm 1927
Lakeview 1949
FRESH POND
Huron Towers 1970
John Corcoran Park 1951
BELMONT
☐ Temporary housing for Veterans 1946, razed 1951
▨ Cambridge Housing Authority projects 1946 - 1953
▩ Federally subsidized housing 1968 - 1974
▬ Bus routes 1976

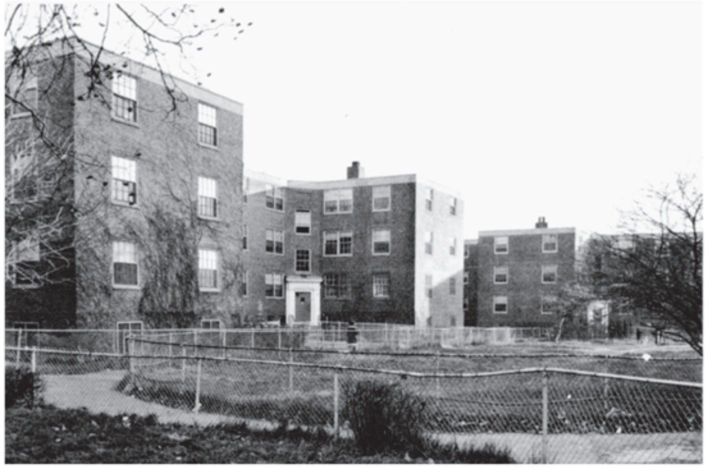
121. Public Housing in Northwest Cambridge.

Following the Second World War the market for private multiple housing in Cambridge declined, as the young middle class moved to the new suburbs beyond the city, and no privately-financed apartments were built in Northwest Cambridge for another quarter-century. For low income families, however, the availability and conditions of housing within Cambridge were very inadequate (Fig. 121). Matters were made worse by the large number of returning veterans, so the City of Cambridge arranged in 1946 for prefabricated wooden units from South Portland, Maine to be re-erected on vacant city land. These units were designated as temporary housing for veterans and were built with the understanding that they would be dismantled in 1951. The units were set up in parallel rows on five sites in Northwest Cambridge, mostly playgrounds in the vicinity of the brickyards (Fig. 122). The largest group, on Russell Field off Rindge Avenue, was laid out in a modified cluster design with culs-de-sac and interior paths.

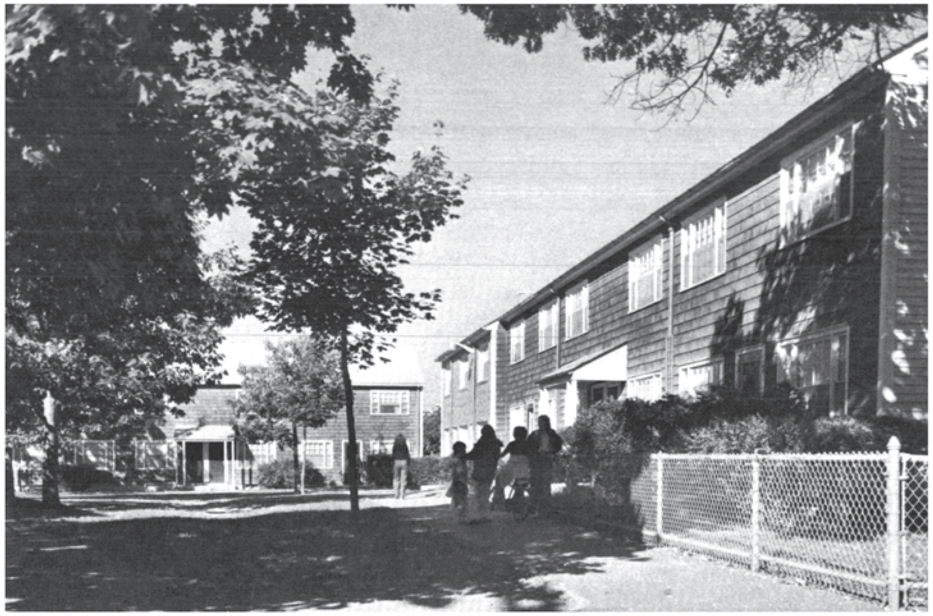
Permanent housing for veterans and low income families in Northwest Cambridge was provided in 1949 by the Cambridge Housing Authority (CHA), which had already constructed two large public housing complexes during the 1930s in Cambridgeport (see *Cambridgeport*, Fig. 57). Four CHA projects were constructed during 1949-1951 on vacant industrial or swampy sites. Of these, Jefferson Park (1949; E. T. P. Graham), built on the site of the original Hubbell brickyard, was the most advanced, having four three-story brick blocks of Neo-Georgian style arranged around a series of interlocking recreational courtyards (Fig. 123). The domestic scale and open space of the initial complex was upset shortly after completion, when eight units were laid out to the rear as Jefferson Park Extension (1951; Edward Sears Read & Associates).

Lincoln Way (1949; William Galvin) on Walden Street displays a more relaxed suburban Neo-Georgian style with large courtyards and two-story houses set in staggered rows along a

122. Veterans Housing, Haskell Street, 1946. Moved from South Portland, Maine. Demolished 1951.



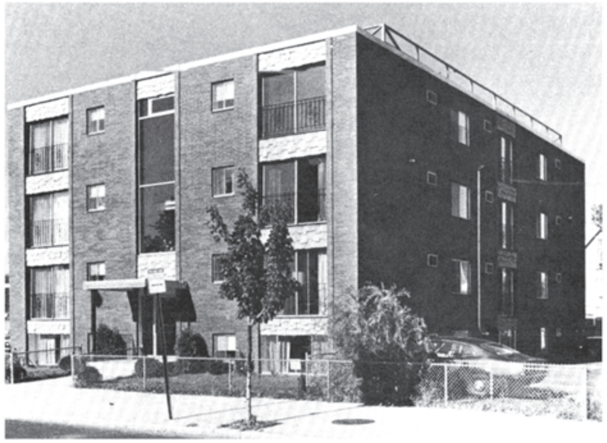
123. Jefferson Park,
Rindge Avenue,
1949,
Edward T. P. Graham.



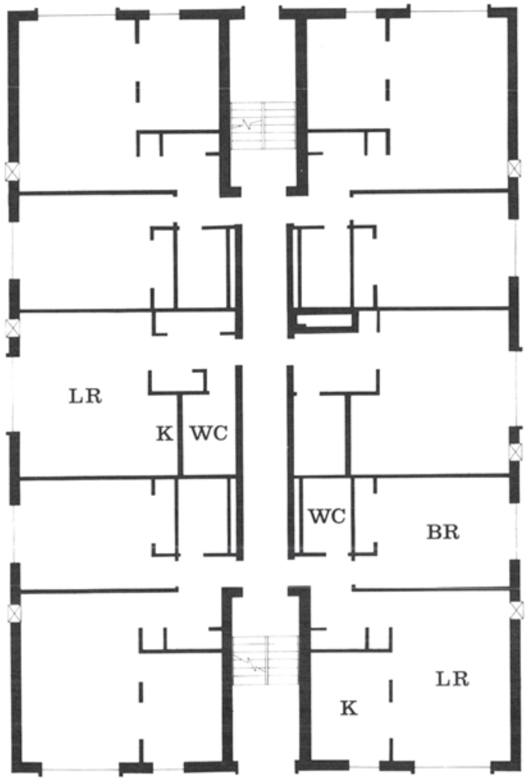
124. John Corcoran Park,
May Street, 1951,
A. J. Schumacher.

central axis. The fourth post-war CHA project in Northwest Cambridge was John Corcoran Park (1951; A. J. Schumacher), built on the site of the former Bird's Pond behind Cushing Street (Fig. 124). As at Lincoln Way, the scale is suburban, the clusters of frame row housing in colonial-ranch style carefully arranged across the rolling site to create a pleasant environment with protected pedestrian spaces.

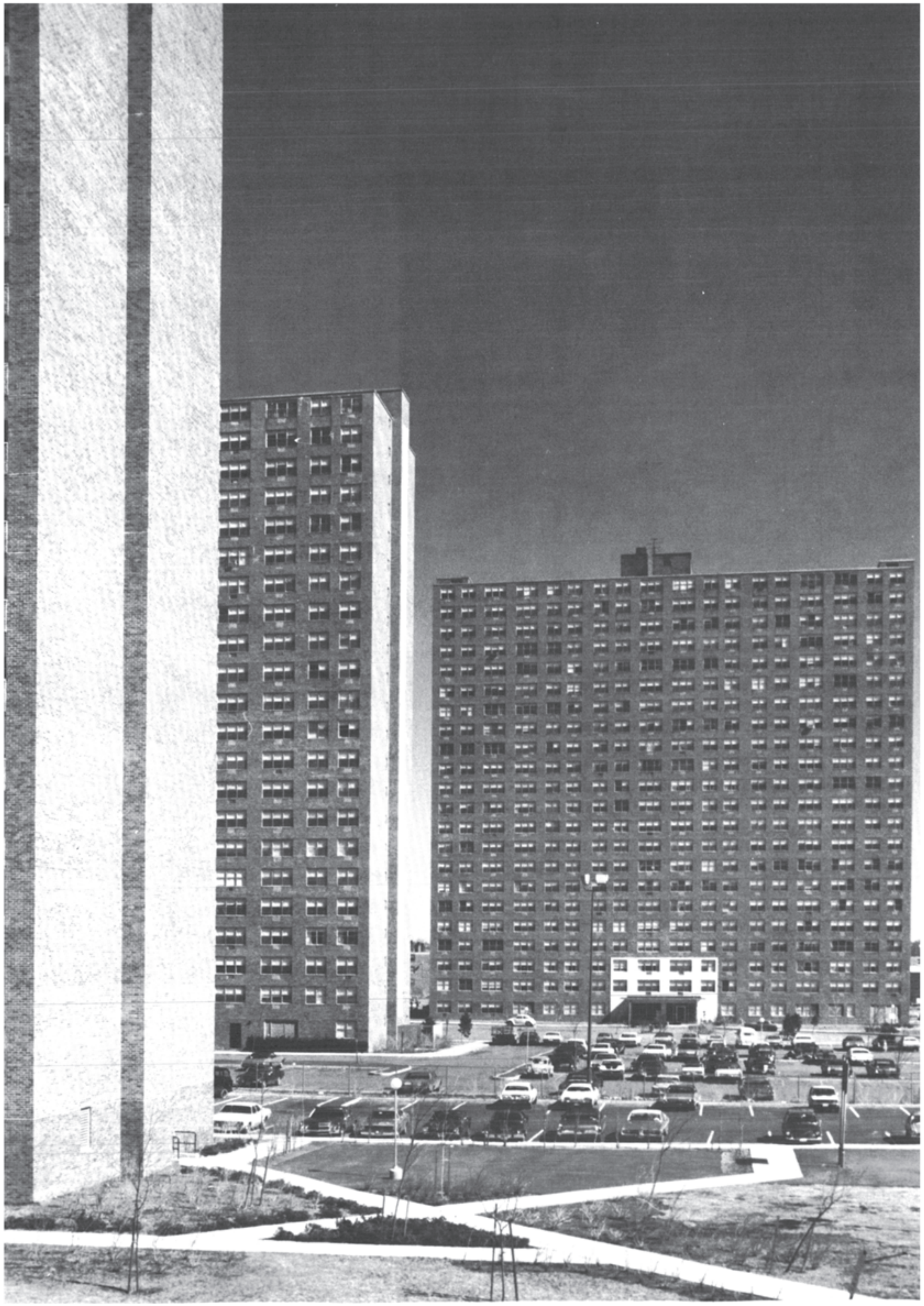
The expansion of the universities and the increasing number of young professionals in Cambridge created a new demand for modern apartment buildings within reasonable distance of Harvard Square. In Northwest Cambridge the first effects of this resurgence were evident in the mid-1960s, when a number of modest brick units were built near Massachusetts Avenue, replacing 19th century suburban homes. Typical of the group is the apartment house built in 1968 at 2595 Massachusetts Avenue (DiMeo Associates; Fig. 125): four stories with a split level entry leading to a center hall, the first floor placed below ground level to conform to city height restrictions (Fig. 126); a flat-roofed structure covered in brick veneer and surrounded by resident parking spaces. By the mid-1970s apartment buildings of this type had been built in sufficient numbers to create entire apartment districts, such as Clifton Street near Russell Field and the stark units on Homer Avenue behind Mount Auburn Street (see Fig. 366).



125. 2595 Massachusetts Avenue, 1968,
DiMeo Associates.



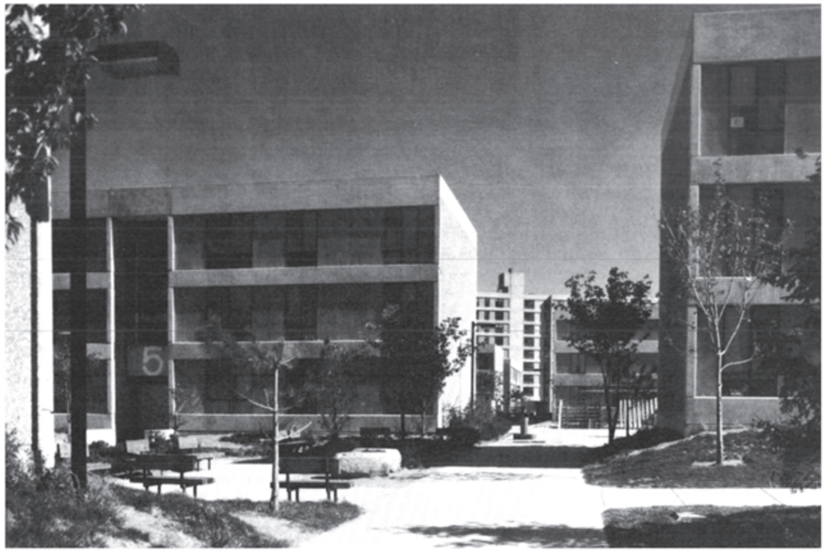
126. First Floor Plan,
2595 Massachusetts Avenue.



127. Rindge Towers,
362 and 364 Rindge Avenue, 1968,
392 Rindge Avenue, 1970,
S. J. Kessler & Sons.

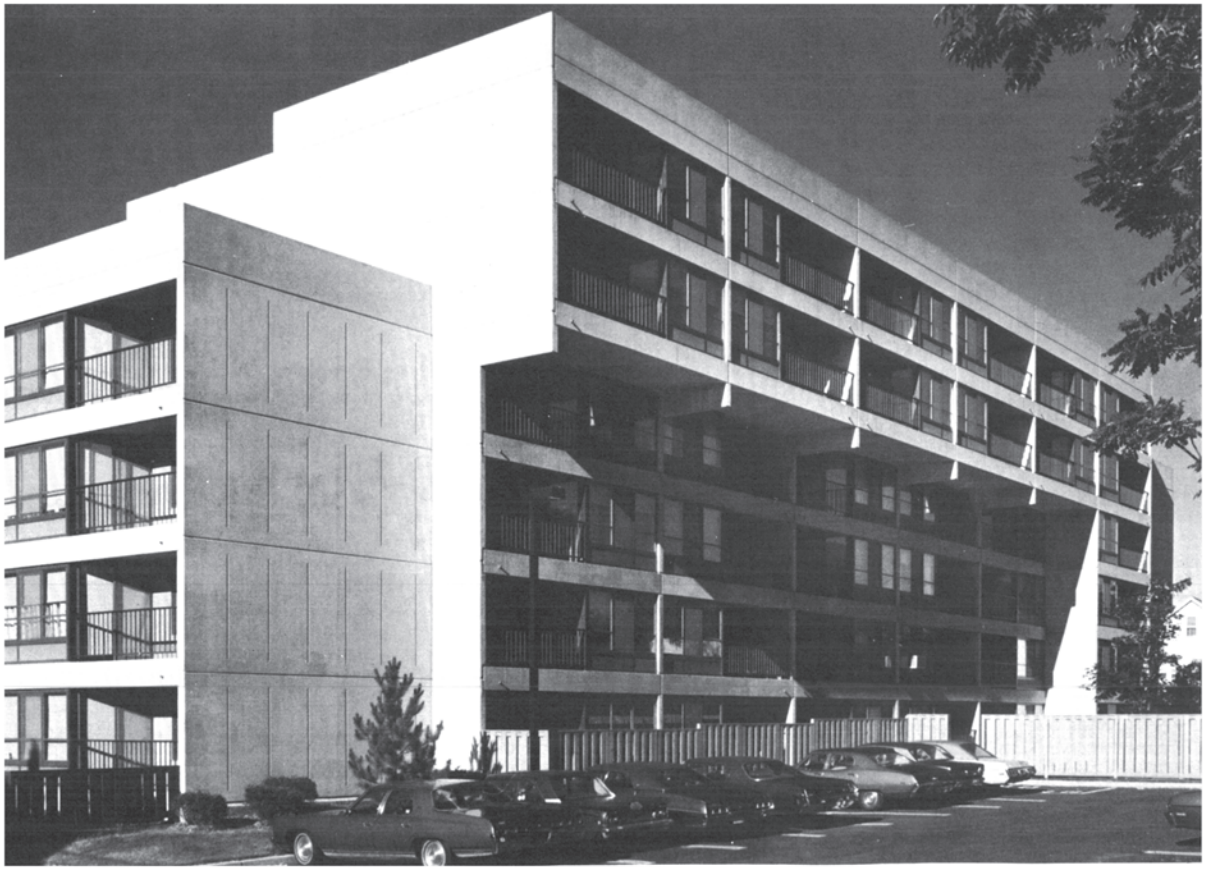
Where zoning regulations have allowed greater height and density, the demand for housing during the 1970s has been sufficient to encourage the construction of high-rise apartment blocks, and this trend is expected to continue in the future. Especially notable are the 20-story unit at 700 Huron Avenue (1970; S. J. Kessler & Sons) near Fresh Pond and the nine-story unit at 2353 Massachusetts Avenue (1973; John G. Danielson). These high-rise structures are generally more elaborate than the smaller units, providing balconies, controlled access entries, interior parking, and swimming pools.

The demand for publicly financed low income housing has also increased in recent years and has resulted in three projects in Northwest Cambridge. Each was developed through combined private and government sponsorship, but all continued the post-War pattern of locating public housing on former industrial land. In Northwest Cambridge this meant the abandoned 19th century brickyards, which have gradually accumulated most of the low income housing in the area. Rindge Towers at 362-364 Rindge Avenue (1968; S. J. Kessler & Sons) was the first of the joint projects, a Federally subsidized private venture. Initially, twin twenty-two story high-rise slabs were built, the highest structures in Cambridge at the time, and these were joined by a third tower at 392 Rindge Avenue in 1970. Their immense size in this heretofore remote location was partly based on the expectation that the subway would be extended to Alewife Brook from Harvard Square. Bluntly functional in design, with minimal architectural detail, the towers are separated from each other by barren pedestrian malls and engulfed by parking lots to create an ensemble of desolate monoliths (Fig. 127).

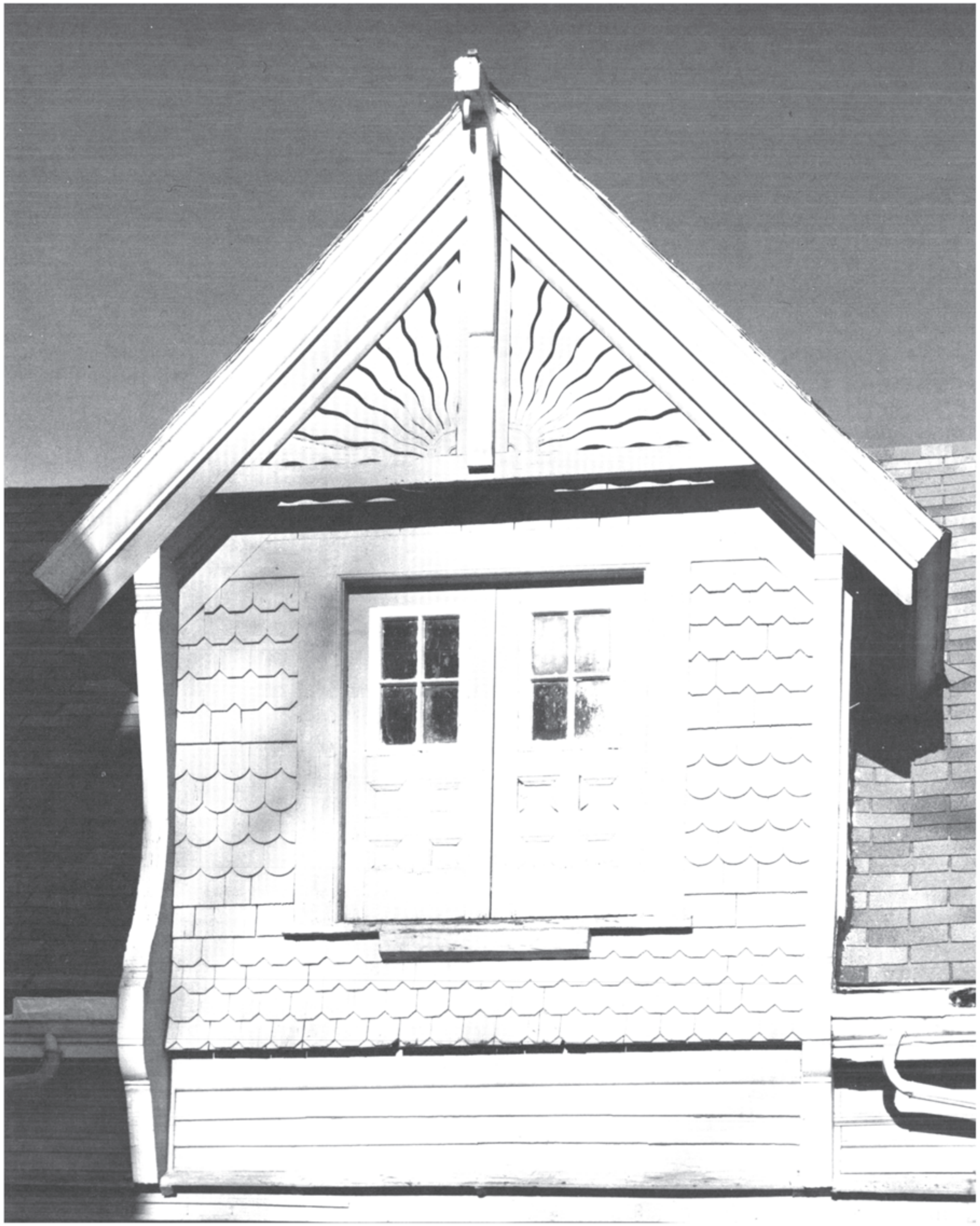


128. Walden Square Housing,
Sherman Terrace, 1971,
The Architects Collaborative,
Alex Cvijanovic.

Far more sensitive in scale and design are the two other publicly sponsored housing projects in Northwest Cambridge, both designed by Cambridge firms of international reputation: Walden Square at Sherman Terrace (1971; The Architects Collaborative, Alex Cvijanovic; Fig. 128); and Daniel Burns elderly housing at 35 Clarendon Avenue (1972; Benjamin Thompson; Fig. 129). Walden Square displays a design arrangement of the 1930s, a series of modestly scaled blocks grouped around interior courtyards with frank acknowledgement of materials, textures, and graphics. These same qualities are evident in Burns housing, where the structure and details have been fitted to the needs of its elderly residents.



129. Daniel Burns Housing,
35 Clarendon Avenue, 1972,
Benjamin Thompson Associates.



3

Residential Architectural Styles

130. Carriage House Detail, 15 Rice Street, 1892, Jordan & Packard.

19th Century Styles

The 19th century's succession and variety of residential styles constitutes the bulk of architecture in Northwest Cambridge and provides the most valuable body of remaining examples today (Fig. 131).

The immediate source of these residential styles was Europe, and particularly the architecture of London and Paris. The European architects, in turn, based much of their work on the Classical architecture of Rome and Greece. Once transplanted to New England, the diffusion of the European architectural fashion followed a fairly regular sequence according to time, place and socio-economic status. In the first stage, a style was transferred across the Atlantic either by European architects or by American architects trained in Europe working on residences of the rich or on important public buildings. Once established in this manner, the new style was then adapted and published for more general knowledge (and profit) through the medium of the builders' handbooks. These builders' handbooks, which illustrated the correct manner of ornament as well as full house plans, became the source for the urban and suburban builders and their middle class clientele. Finally, local carpenters would imitate new houses of the latest style by copying the essential architectural details. This entire diffusion sequence, from architect to carpenter, took approximately fifteen to twenty years to run its course, and some highly eclectic styles never reached the local level or even passed beyond the shores of Europe. The stylistic periods were of sufficient length that the most recent "gentlemen's" style often overlapped the adoption of an outmoded style by the workingman. Even at the lowest economic level, no matter how meager the dwelling, each house was built according to some concept of style and decorated to the limit of the means available.

Upon the opening of the Charles River bridges, Cambridge became a suburb of Boston; consequently, the interpretation of architectural styles was suburban in scale and setting. The suburban ideal of the middle class was a compromise between the city townhouse and the country estate. Both were models of great affluence, combining rich materials and textures, especially brick and stone. The stylistic treatment of the average suburban house was a reflection of these two upper class ideals, but adjusted to the social aspirations of the owner and the limitations of suburban lot sizes. The suburban house continued to lavish its primary ornament on the street facade, as in the city, but expanded beyond this two-dimensional bias into the full volume of the open country by focusing on the roof and its shape as the three-dimensional element, as in the rural estate. As a result, individual architectural style was most keenly reflected in the treatment of the entrance and roof.

Wood, rather than masonry, was the principal medium of construction in the suburbs, continuing the 17th century New England tradition. European architectural styles, however, were conceived in stone and brick, and the suburban builder then had to reinterpret the solidity of these materials into the plastic qualities of wood. Much of the ornamental work of mid-19th century American architecture revolves around attempts to imitate stone with wood, often with rather imaginative and amusing results. Ultimately, American architecture evolved when native architects accepted the inherent qualities of wood as a building material after the Civil War. This was aided by the mass production of stock architectural detail — millwork ornament manufactured by lumber companies in the Boston area, then used by suburban builders and local carpenters. Technical abilities and mass production methods in the 19th century became increasingly sophisticated, so that wood ornamentation likewise became more complex and daring, as well as less expensive to duplicate.

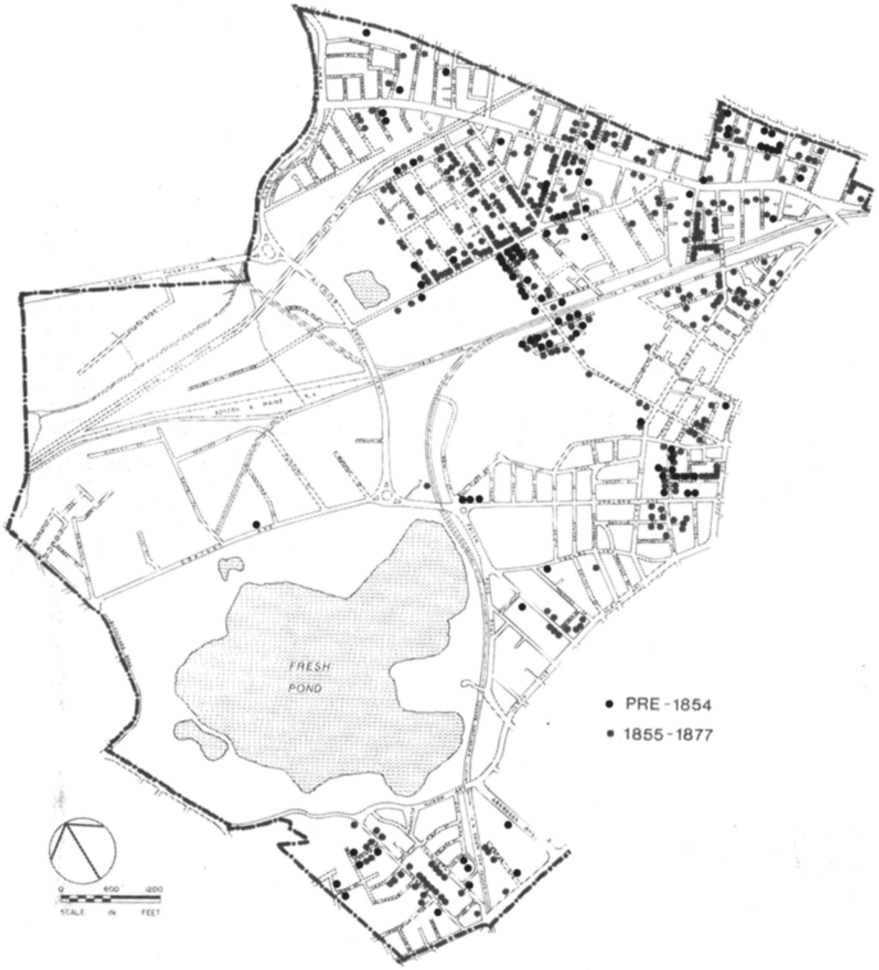
What characterizes and so delights modern observers of Cambridge's 19th century suburban architecture is the sense of vigor which increases in each successive style from the 1820s through the 1890s. Each style is more assertive, bold and highly decorated than the last. To a large extent, this is a manifestation of the prosperity of the American middle class in the 19th century, an aesthetic paralleled in railway locomotives, ladies' fashions, and children's books. The most popular and successful of architectural styles were those that could display this penchant for affluence and outward prosperity with the least expense. Thus, the Greek Revival, Bracketed-Italianate, Mansard, Queen Anne, and Colonial Revival were more common than the complex modes of the Egyptian Revival, Gothic Revival, Norman, Stick, and Romanesque.

Greek Revival

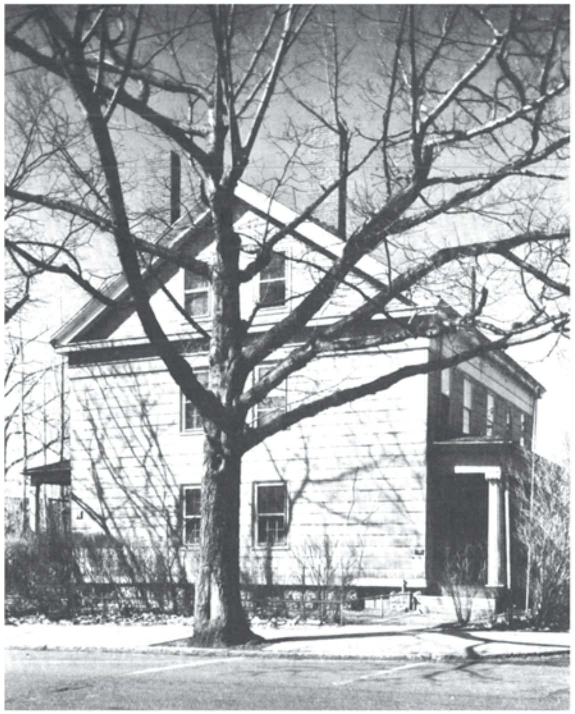
The Greek Revival style is the first of a sequence of self-consciously imitative architectural fashions that flourished in Northwest Cambridge after 1830. The manner was popularized by American sympathy for the Greek Revolution of 1824 and the widespread use during the 1830s and 1840s of builders' handbooks. The ideal of this movement was the Classical temple; its method, a clear definition of geometric mass accented by bold detail.

The most common feature, and truly a signature of this style, was the method of treating the gable as a Classical pediment whose entablature separated it from the wall surface below. In addition, corners were emphasized by wide vertical strips imitating pilasters, while doors and windows were framed in a substantial Classical manner. The more elaborate examples might incorporate two or more columns with properly detailed capitals for a porch or some other feature. Details differed from those of the Federal period by projecting substantially beyond the wall surface, thus imparting strong visual accents to the basic mass. Despite these differences, the Greek Revival maintained Federal and Georgian symmetry wherever possible.

In Old Cambridge, progressive housewrights had adopted the Greek Revival style by the



131. Pre-1877 Buildings in Northwest Cambridge, 1975.



132. John Wyeth House, 56 Aberdeen Avenue, 1841. Moved from 609 Mt. Auburn Street 1922.

mid-1830s, and had produced several imposing temple-front houses by 1838 (see *Old Cambridge*, Fig. 154). The style was taken up by local builders in the early 1840s, and was superceded by the Italianate during the 1850s. In East Cambridge, Cambridgeport, and Dana Hill entire streets of handsome Greek Revival houses were being constructed while most of Northwest Cambridge was still open farmland and swamp. As a result, few Greek Revival structures were built in Northwest Cambridge and those few were isolated suburban dwellings on good-sized tracts or farmhouses facing major highways. Most of those that remain are buried among later multifamily structures, or stand at the rear of lots, pushed back to make way for later commercial buildings. The most important representatives of the style in Northwest Cambridge were public buildings, such as the Cambridge Market (later Porter's) Hotel (1831-33; see Fig. 265), with its pedimented gables, and the North Cambridge Schoolhouse of 1841-45, formerly at 2 Russell Street (and demolished) (see Fig. 234).

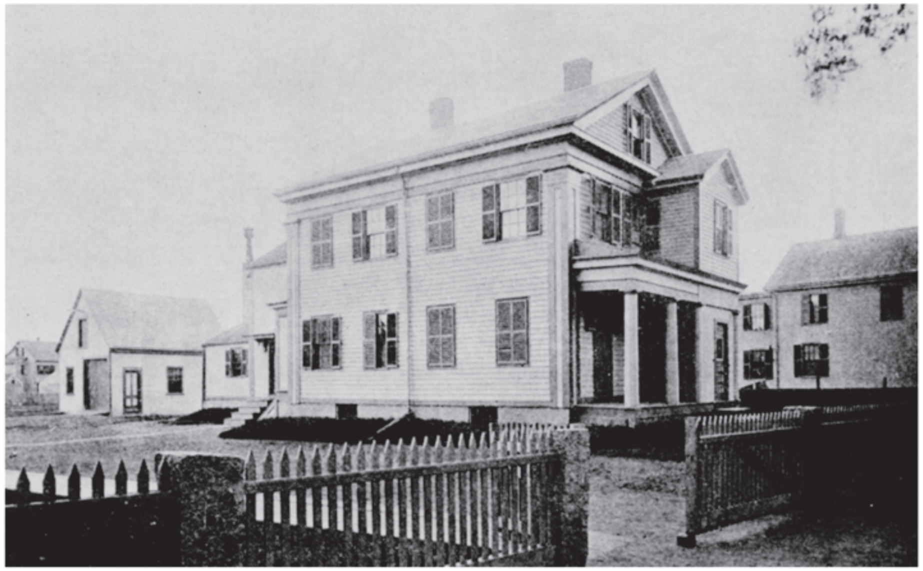
Domestic Greek Revival architecture was most successful in the traditional five-bay, center-hall plan, the inherent symmetry of which fitted Classical precepts of order and balance. The earliest documented example in Northwest Cambridge is 56 Aberdeen Avenue, built in 1841 for John Wyeth (Fig. 132). Located originally at 609 Mt. Auburn Street opposite the cemetery, this structure was moved to its present site in 1922. Despite its cramped lot and camouflage of shrubbery, the handsome proportions of the Wyeth house convey the solidity and clarity of the Greek Revival style. Its foremost feature is the colonnaded portico, whose fluted columns and correctly detailed Ionic capitals had been mass-produced. The end gables are treated as Classical pediments on which two lapped boards represent the frieze and architrave. A smaller version of the porticoed facade, found at 89 Oxford Avenue, is built on the two-room center-hall plan graced by a fine set of fluted Ionic columns. This house, which originally stood at the corner of Belmont and Grove Streets in Belmont, was erected during the mid-1840s for the Learned family of Watertown and was moved to the present site in 1909.

More common to suburban building during this period was the gable-end-to-street, side-hall house with Greek Revival decoration. A 19th century photograph of the first St. John's parish house (122 Rindge Avenue, demolished) illustrates how nicely the stylistic details — wide entablature and gable, columned porch, and paneled pilasters — outline the mass of a side-hall house (Fig. 133). Erected in 1847 by carpenter-builder Erastus Hutchinson as his own residence, it shows the pride of a craftsman building for himself. It was Hutchinson who built most of the workers cottages for the brickyard laborers. A pair of side-hall houses built for brickyard owner John Sands survives on Concord Avenue: numbers 219 (1846) and 227 (1848; Luther Hayes, carpenter; Fig. 134). Number 227, with its fluted columns and floor length windows, is the better preserved. Similar features are repeated in a later example at 99 Rindge Avenue of about 1852.

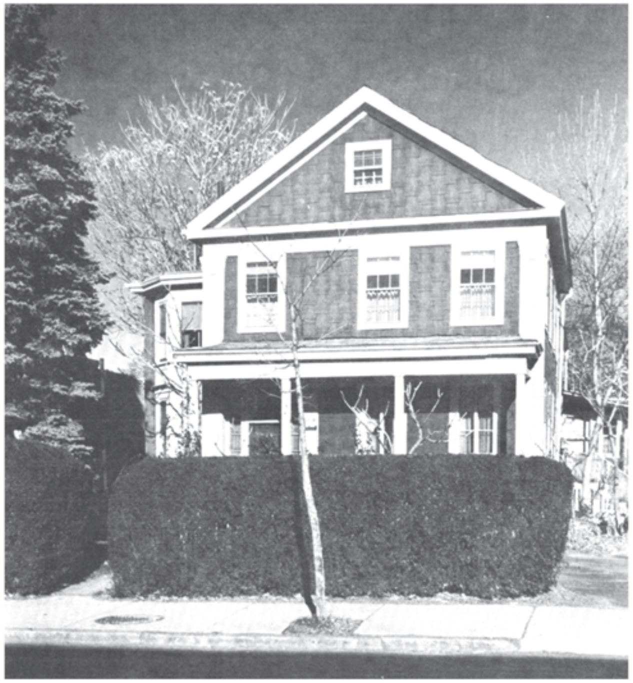
The temple front motif was sometimes used for a one-story cottage. Two much-altered examples stand out: 8 Alberta Terrace (originally built at 2390 Massachusetts Avenue in 1843 for Charles Goddard) and 30 Clifton Street (built in 1844 at 320 Rindge Avenue by Jonas Wyeth as a house for the superintendent of his brickyards).

Without doubt the finest Greek Revival house in Northwest Cambridge and one of the better preserved porticoed cottages in the city is 59 Rice Street (Fig. 135). Still carefully maintained and correctly painted white on grey, this house was designed in 1847 as a speculative venture by Samuel Wright, a local carpenter. The house has a naive quality, its heavy pedimented gable protruding over a front porch consisting of three thin Doric columns arranged in an asymmetrical pattern to frame the entrance.

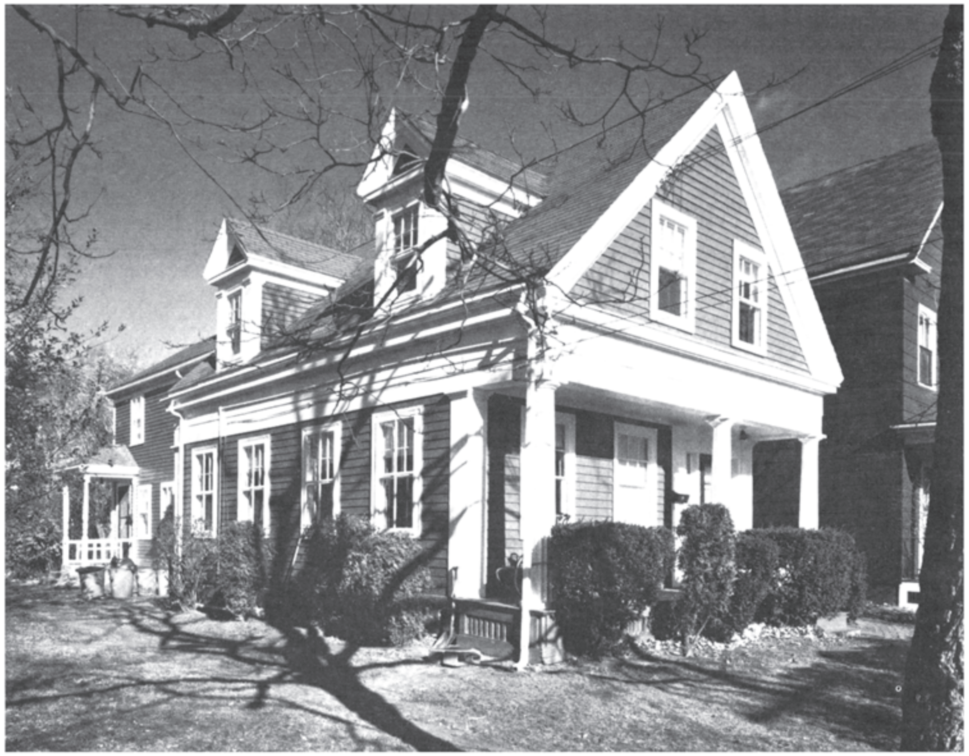
Although the Greek Revival had lost favor by 1850, some of its elements held on for another decade in the proportions and detailing of workers houses. Good examples are found at 205 Rindge Avenue (1857; Erastus Hutchinson; see Fig. 91), 56 Churchill Avenue (1858-60), and 6 Donnell Street (1859-60), where the framed entrances give scale and a welcome accent to the otherwise squat and unadorned cottages.



133. St. John's Convent, 122 Rindge Avenue, 1847, Erastus Hutchinson. Demolished 1961. Photo about 1895.



134. 219 Concord Avenue, 1846.

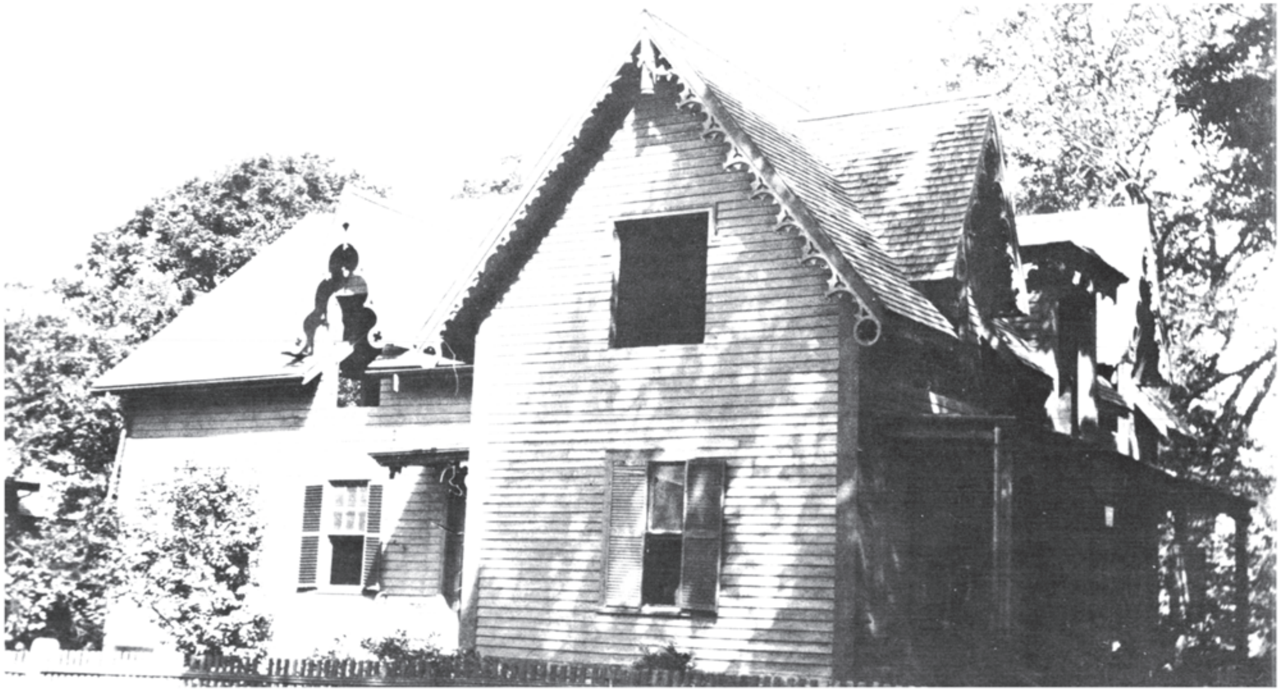


135. 59 Rice Street, 1847, Samuel Wright.

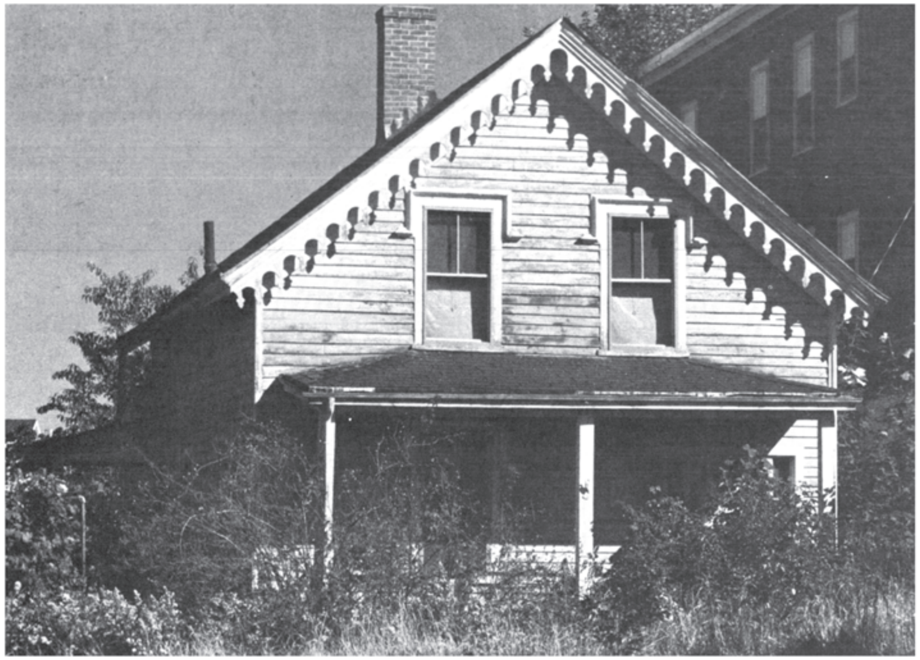
Gothic Revival

Contemporaneous to the solemn Greek Revival style was the fanciful delight of the "Gothick", a revival style that had its origins in the late 18th century English Medieval Revival movement. The initial architectural statement of the Gothic Revival in Cambridge was made by Isaiah Rogers in 1833 for the First Parish Church in Harvard Square (see *Old Cambridge*, Fig. 302), but it was the publication of Andrew Jackson Downing's *Cottage Residences* in 1842 that inspired local housewrights and carpenters to adopt the style for suburban designs. Highly individualistic, often deliberately eccentric, the Gothic Revival never was popular with the tract builder, but remained the province of the skilled carpenter working for suburban clientele. Its appeal lay in the complexity and vigor of the Gothic forms that allowed considerable design freedom. Often retaining the traditional center-hall plan, picturesque effects were achieved by the addition of entry bays, gables, and dormers decorated with elaborate jigsawed creations. The Gothic Revival style enjoyed a period of brief popularity during the mid-1840s. Thereafter, the desire for picturesque massing and florid detail found expression in the Bracketed-Italianate style of the 1850s. One Gothic feature, the drip molding, often persisted into vernacular Mansard design as late as the 1860s.

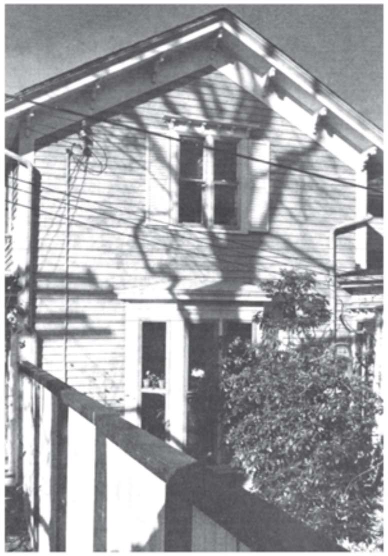
The Gothic Revival is remarkably well-represented in Northwest Cambridge. This architectural legacy was largely the product of one individual, Joshua Fernald, a housewright from nearby Brookline. In conjunction with Artemas White, a North Cambridge speculator, Fernald built a cluster of half a dozen Gothic cottages in 1844-45 for Boston commuters near the Fitchburg depot. The first group of houses appropriately stood on Cottage (now White) Street, but unfortunately nearly all were demolished in 1952 for the Porter Square Shopping Center. On the Somerville side of the city line, one



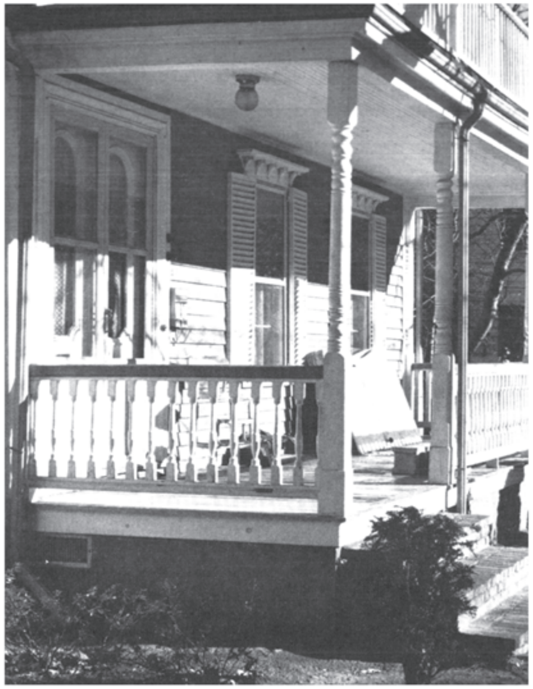
136. 100 Elm Street, 1845, Joshua Fernald. Demolished 1918. Photo 1918.



137. 139 Cushing Street, 1856-1857.



138. East Gable, 45 Orchard Street. 1846, Joshua Fernald.



139. Facade, 45 Orchard Street. Porch c.1890.

beleaguered example survives at 28-30 White Street. Perhaps the finest of Fernald's houses was 100 Elm Street (Fig. 136), built in 1845. A photograph made during demolition in 1918 shows what visual variety could be achieved by means of steeply pitched dormers and gables, heavy with cusped bargeboards.

Three modest Gothic Revival cottages were erected in 1847 by Artemas White, perhaps assisted by Fernald, on Tenney Street. Today, only numbers 5 and 9 survive, both extensively remodeled. Arranged on the three-bay center-hall plan with projecting entry gable, only number 9 retains its original bargeboards. Gothic detail also appears again at 139 Cushing Street (Fig. 137), picturesquely sited in a subdivision on Strawberry Hill near Fresh Pond. Built in 1856-57, this charming house is nothing more than a simple side-hall cottage with drip moldings over the windows and scalloped bargeboards emphasizing the main gable.

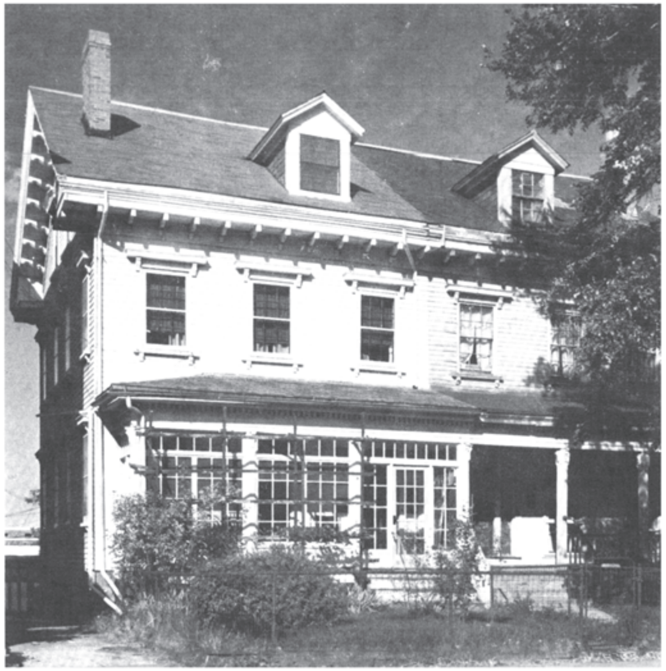
Bracketed-Italianate

Like the Gothic Revival, the Italianate style had its origins in England and was introduced to the United States during the 1840s. The ideal of the style was a picturesque composition, towered and asymmetrical, but as translated to the suburban Cambridge environment it tended to become a more modest architectural statement confined to a traditional rectangular plan. Despite the romantic connotation of the name, examples of the Italianate (also known as the Italian Villa or Bracketed style) are often similar to some Greek Revival designs. The principal difference is that the cornice returns at the corners but does not continue across the gable as did the Greek Revival cornice. Designs of this genre were frequently fitted with inventive brackets which supported the broad cornice, giving the style its vernacular name. Although the Italianate movement was absorbed into the French Mansard style by the 1860s, the bracket remained a popular form of ornamentation with tract builders into the 1880s.

The earliest Bracketed-Italianate designs in Northwest Cambridge are three modest side-hall houses at 41, 45, and 49 Orchard Street erected in 1846, only a year after Henry Greenough introduced the new style to Cambridge (see *Mid-Cambridge,* Fig. 109). Not surprisingly, these were designed by Joshua Fernald, who had already displayed his architectural inventiveness with Gothic houses in the same neighborhood. The features of the Italianate style are clearly evident. The roofs extend well beyond the walls and on the gable ends are supported by long thin purlins with scrolled profiles (Fig. 138). The windows are capped with cornices carried by small brackets, and include projecting bays on the gable ends. Although disguised by later porches of Queen Anne design, these examples retain their original double-leaved front doors with arched panels (Fig. 139). Another good example is the double house at 645-647 Concord Avenue, built in 1850-1852 for Jerome Boles and Moses Getchell, lumber dealers (Fig. 140). This structure originally faced the Tudor Ice Company, and was then within the limits of West Cambridge (Arlington). The robust scale of the ornamentation here is typical of the vernacular Italianate manner: window cornices and sills resting on small brackets, an extensive front porch with a dentil course carried by chamfered posts with bracket-like capitals, and a heavy cornice supported by graceful members that are a cross between a modillion and a bracket.

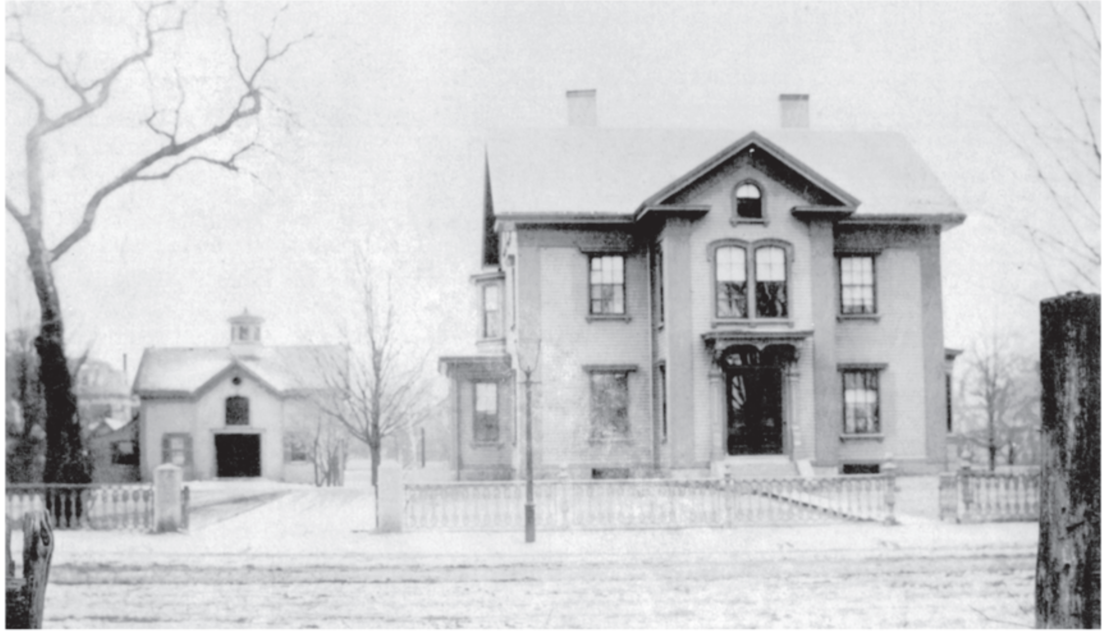
Characteristic of the Italianate style was the house of carriage builder Benjamin Rand (Fig. 141) at 112 Elm Street (1855, demolished). Here the center-hall plan is emphasized by an entrance pavilion with a heavy cross gable. The most prominent feature of the composition is the massive projection of the cornice, which casts strong shadows and forms a determined break between the roof and walls. The wide front door is framed by paneled pilasters and shielded by a substantial hood carried on brackets. The greater plasticity of massing in this house is further emphasized by bay windows on each end facade. This upright composition, set on a granite foundation and low terrace uncompromised by foundation shrubbery and set off by a trim cast iron fence, is a textbook example of an American suburban dwelling at mid-century.

Simpler versions of the same house type still stand at 10 Hollis and 51 Davenport Street. Both have a flattened pavilion facade with a center gable which defines the entrance, while the corners are framed by broad pilaster strips characteristic of the Italianate style. The Hollis Street house (Fig. 142) was built for a Boston hatter, Samuel Chadwick, in 1853 by Samuel J. Wright, and it shows the same sound sense of proportion that Wright had used in his earlier Greek Revival house at 59 Rice Street (see Fig. 133). The Davenport Street house (Fig. 143) is more elaborate, having a hexagonal lantern and a rather complex porch with arch bracing and brackets. The house was built in 1858 for John B. Cook, a Cambridge trader, and originally stood at 128 Elm Street.

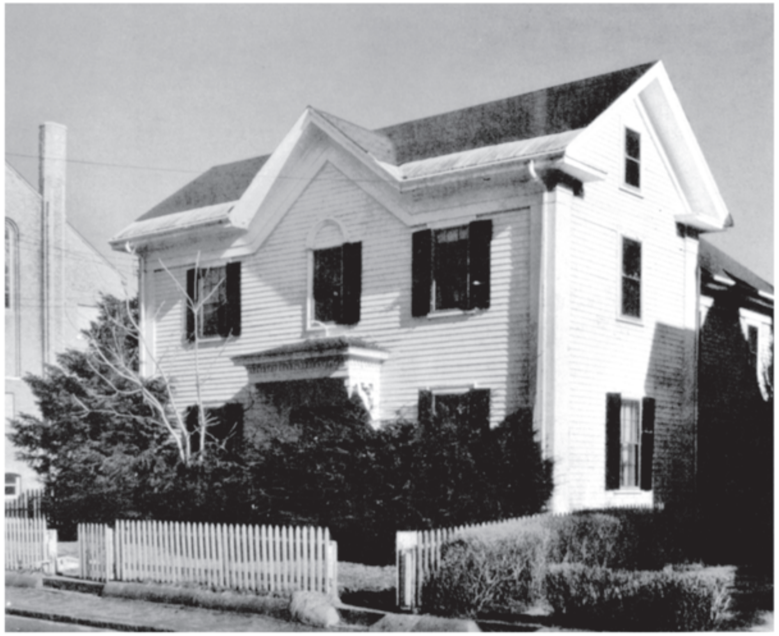


140. Boles-Getchell House,
645-647 Concord Avenue, 1850.
Right side demolished 1976.

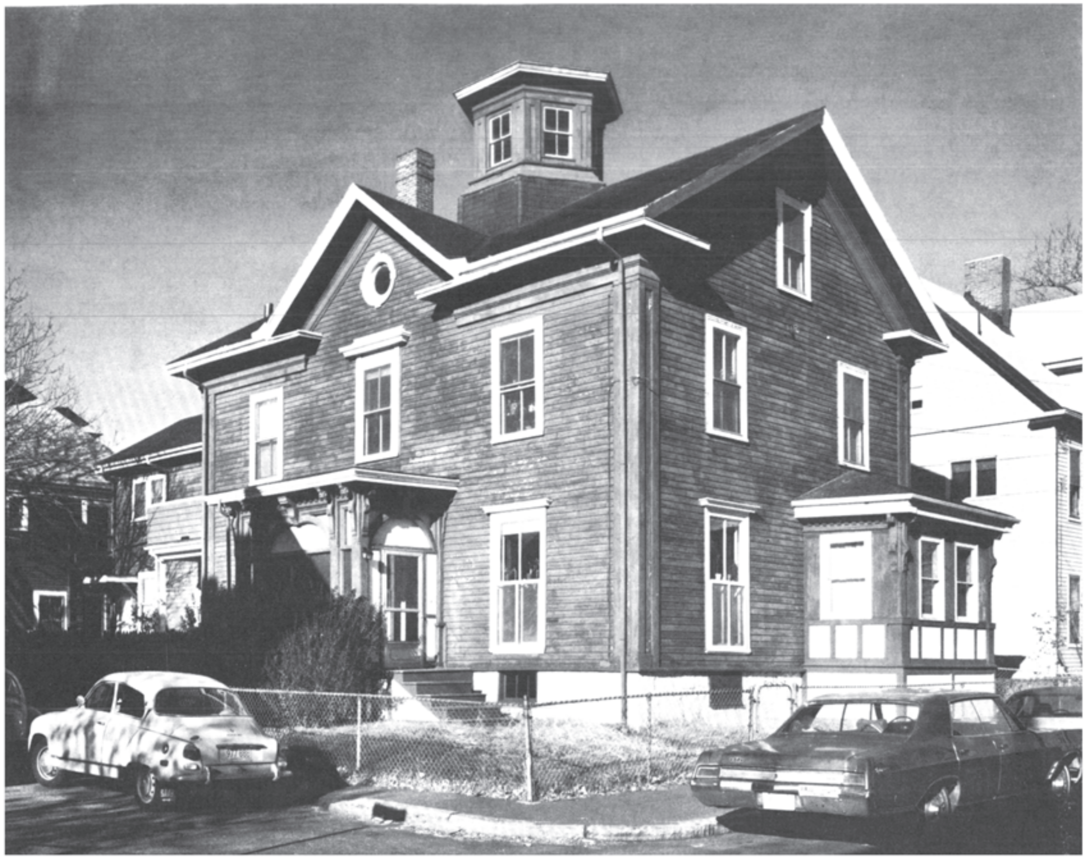
141. Rand House,
112 Elm Street, 1855.
Demolished 1952.
Photo about 1875.



142. 10 Hollis Street,
1853, Samuel Wright.

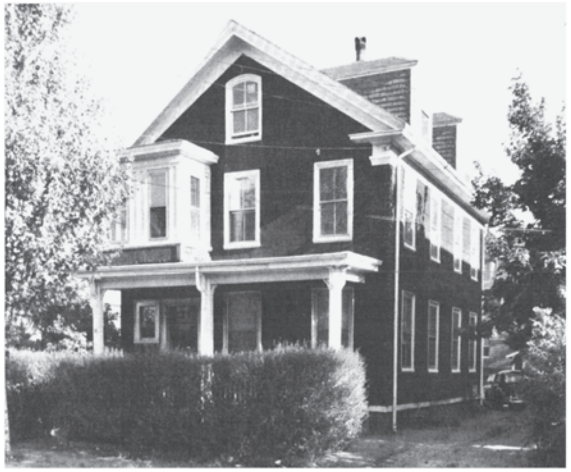


By a substantial margin, the largest number of Bracketed dwellings face the gable to street in a side-hall plan, as exemplified by 16-18 Dover Street (Fig. 144), built in 1857 by the North Cambridge housewright Stephen Stiles. As in all examples of the style, the entablature in this house is returned at the corner and the returns are carried on vertical members, such as pilaster strips, corner boards, or quoins. Frequently, but by no means always, the cornice is supported by brackets, those of later date being thinner in size and used in pairs. The main entrance is always emphasized by a generous hood or, if a porch runs across the front, by a second-story oriel window placed above the entry. This bracket-embellished entry is the principal architectural feature of the house. In simple designs, window frames are unadorned, except at the attic window which usually has a round or segmental head. The pitch of the roof increased in the late 1860s and 1870s, and often the massing of the house was complicated by bay windows added to the front or side elevations, and by a rear service wing. The amount of detail ranges from the delicate porch bracing of a suburban house such as 22 Mt. Pleasant Street (1872-1873; Fig. 145) to the simple hood of a workers home at 51 Kelley Street (1866; Fig. 146).

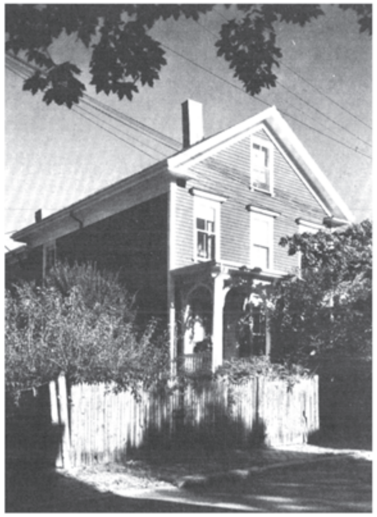


143. 51 Davenport Street, 1858. Moved from 128 Elm Street 1894.

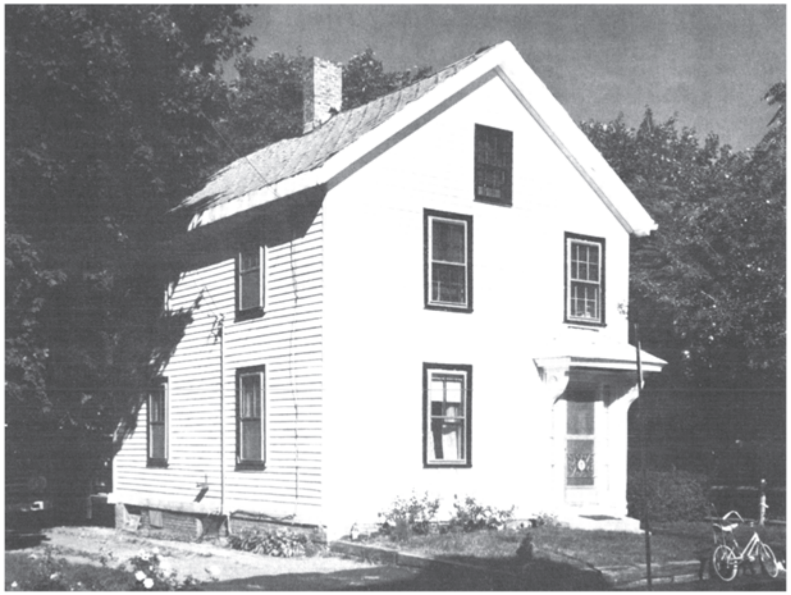
144. 16-18 Dover Street, 1857, Stephen Stiles.



145. 22 Mt. Pleasant Street, 1872-1873.



146. 51 Kelley Street, 1866.

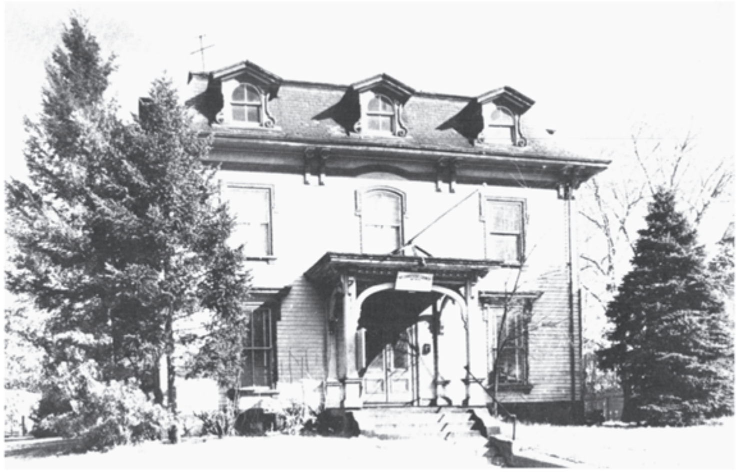


Mansard

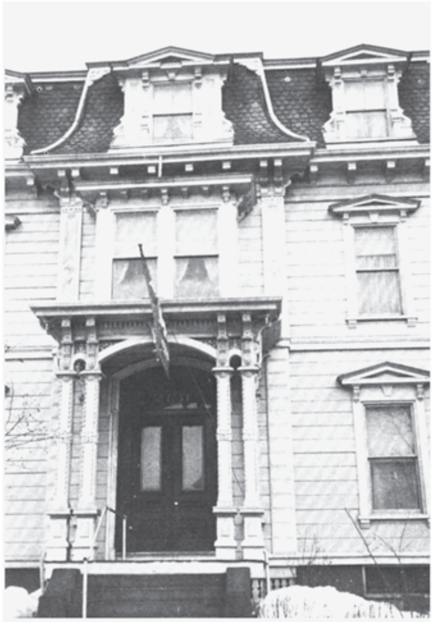
Before the onset of the Civil War, the architecture of Second Empire France had become the epitome of fashion in the United States. While it might be appropriate to employ the term "Second Empire" to designate buildings like Boston's City Hall (1861) or the few palatial chateaux erected by New York millionaires in Newport or elsewhere, the term seems presumptuous for American vernacular architecture of the period, which was only remotely based on French precedents. In the Historical Commission's Reports, the term "Mansard style" has been chosen to designate such vernacular architecture and employed for the most part for single-family suburban dwellings.

The hallmark of the style is the "French" Mansard roof, essentially a double-pitched hip roof that derives from the gambrel roof. Such a roof could be added to any basic house plan (Type A, B, or C), with the functional advantage that its steep contour permitted maximum headroom, so that practically as much usable floor space could be obtained in the attic as in a regular story. The Mansard style permitted a wide range of treatments, varying from strict academic designs by professional architects to fanciful creations by local builders. In the latter instances, a Mansard roof was often combined with Bracketed-Italianate ornamentation, and, since both styles emphasized cornices and ornamented window and door frames, there was no fundamental conflict.

In Northwest Cambridge, the Mansard roof became the symbol of the new suburban middle class, and made its initial appearance along North (Massachusetts) Avenue only five years after its introduction in Old Cambridge. Not surprisingly, the earliest sponsors were relatively well-to-do individuals who built large, center-hall houses whose symmetrical facades provided opportunities for elaborate embellishment. Only about five of these Mansard homes were erected in Northwest Cambridge, and none have survived intact. The earliest of these was 2187 Massachusetts Avenue, built in 1859 for the Boston grocer Moses Dorr (Fig. 147). The low Mansard roof has the flaring profile often found in early examples. The dormers with scroll-based frames and arched windows have some grace, and the wide cornice with paired brackets are not different from Italianate usage, nor is the entrance porch, with its curved struts. The drip moldings above the second floor windows are really Gothic Revival forms, but this feature was popular with builders and they tended to employ it in many different architectural contexts when they needed a slight architectural accent. The house was later used by the Knights of Columbus until its demolition in 1970.



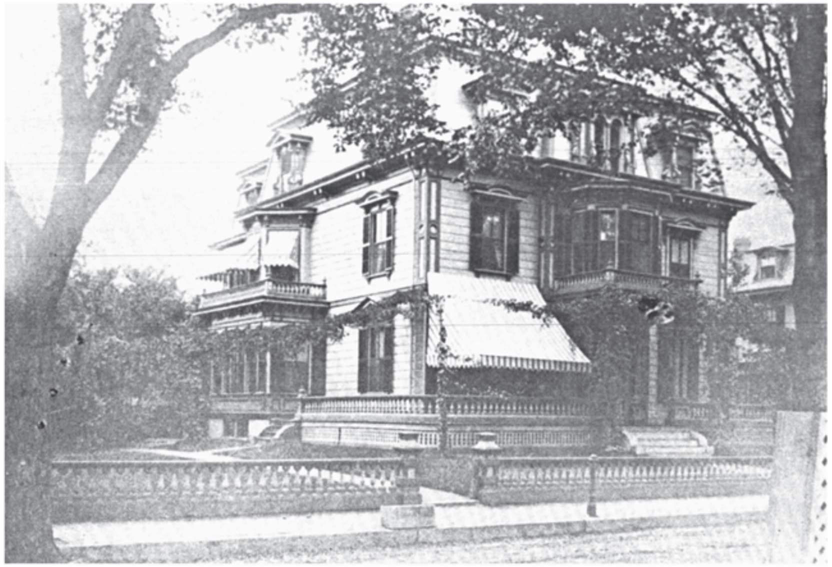
147. Dorr House, later Knights of Columbus, 2187 Massachusetts Avenue, 1859. Demolished 1971.



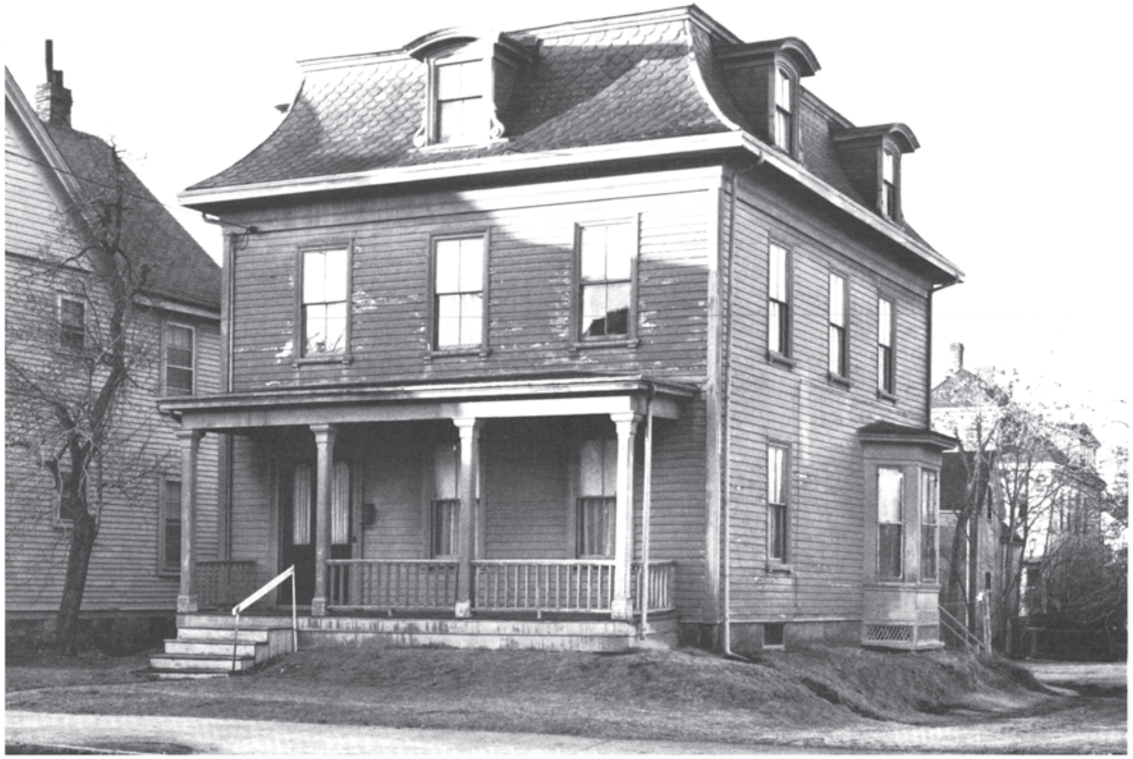
148. Robert Henderson House, 2131 Massachusetts Avenue, 1870. Demolished 1964. Photo 1953.

The most elaborate Mansard houses in the area were built for the Henderson brothers, successful carriage manufacturers whose four-story factory of 1869, a few blocks down the Avenue, was also capped with a Mansard roof. Robert Henderson's home at 2131 Massachusetts Avenue (built 1870, demolished 1965; Fig. 148) demonstrates the exuberance of the Mansard vocabulary in the hands of a local builder. The center bay is treated as a projecting pavilion enclosed by pilasters, provided with a separate roof, and overlaid with a profusion of decorative devices. No surface is left unadorned, not even the edges of the square porch columns, to which diminutive rope moldings are affixed. Around the corner, at 9 Chester Street, was John Henderson's house of 1872, also demolished in 1965 (Fig. 149). Working with the same facade composition, the central pavilion builds up in a handsome tower-like mass. The surfaces are not so overburdened by applied ornament; yet, the overall composition and some of the details, especially the paneled pilaster strips, are so similar that it appears both were the work of the same housewright.

In the suburban neighborhoods of North Cambridge, the Mansard style most often followed the side-hall plan in examples ranging from two-story dwellings with rather elaborate ornamentation to modest cottages and speculative rows. Typical of the early interpretations of

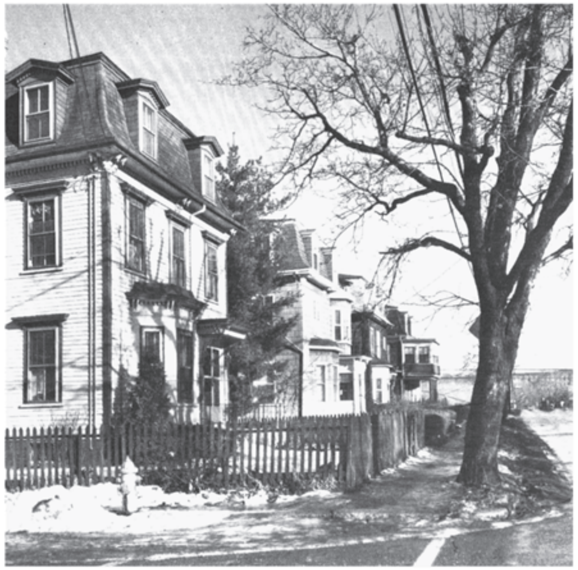


149. John Henderson House, 9 Chester Street, 1872. Demolished 1964. Photo about 1880.



150. 140 Elm Street, 1860.

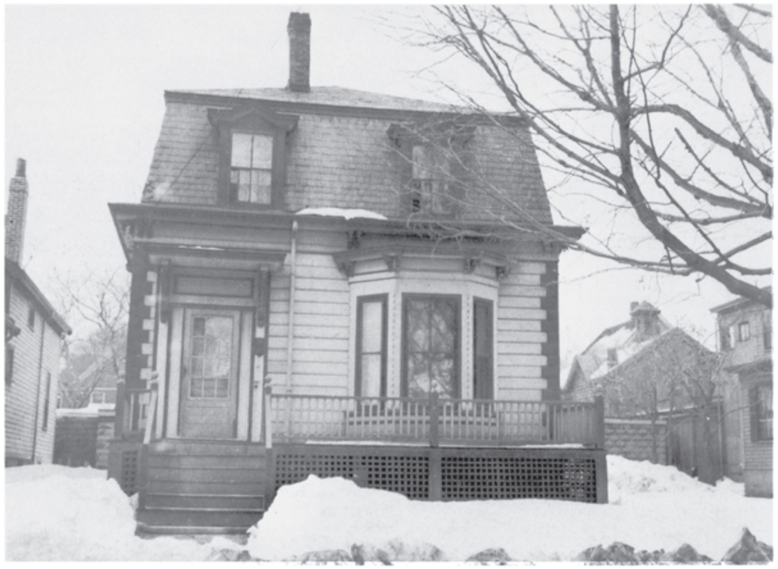
151. 77 through 63 Walden Street, 1871-1872.



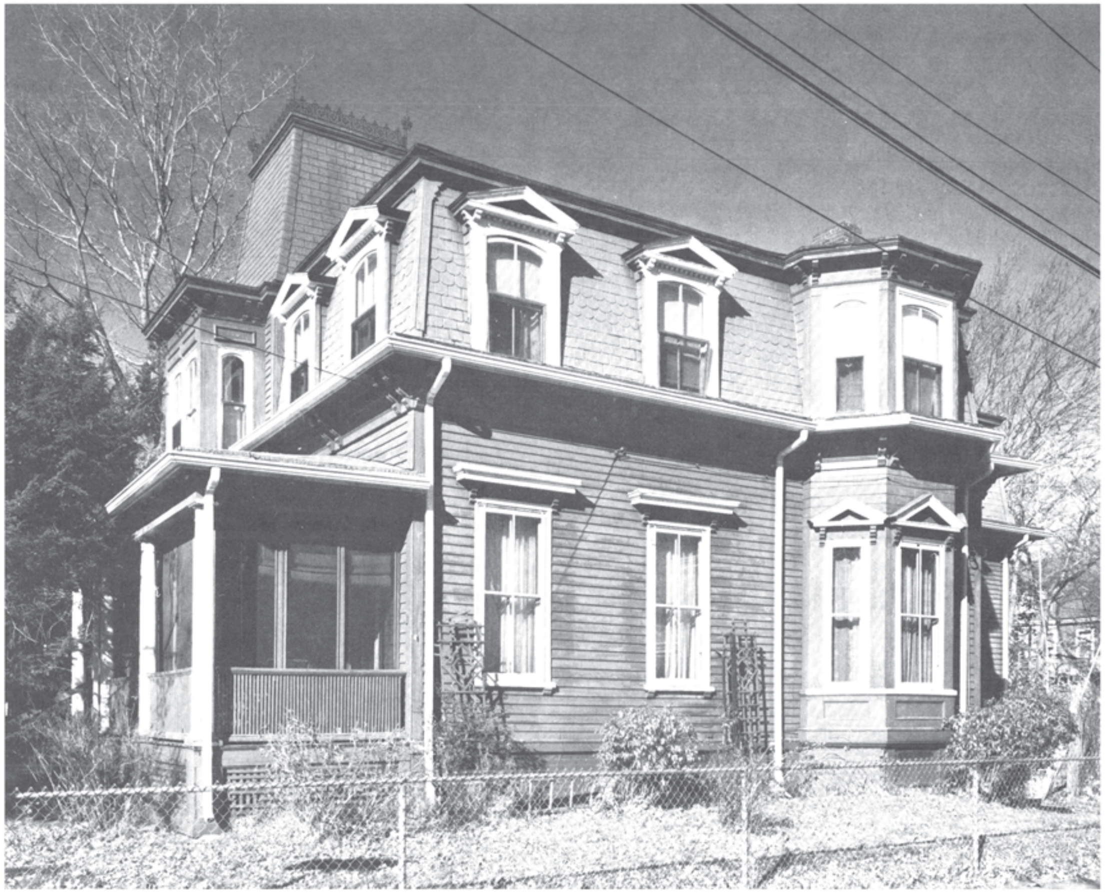
the side-hall Mansard is the well-preserved example at 140 Elm Street (Fig. 150), built in 1860, complete with hooded dormers and roof of scalloped slates. A sequence of Mansard houses at 63, 65, 71, and 77 Walden Street of 1871 (Fig. 151) illustrate the manner in which a speculative builder would offer prospective buyers some variety in appearance, providing a choice between a three-bay composition (65 and 77) with hooded entrance, and a two-bay design with a full entrance porch (63 and 71). As a one-and-a-half-story cottage, the Mansard style presented a charming form, and many were built during the speculative wave which followed the Civil War, such as the group at 31 and 33 Rice Street (1871-1872; see Fig. 348). Even in its diminutive interpretation, the Mansard cottage could be quite effective, as illustrated by the early photograph of 48 Russell Street (1873), its facade embellished with imitative masonry now hidden beneath asbestos siding (Fig. 152).

The popular image of the Victorian house includes a Mansard tower, and North Cambridge offers two interesting examples of this device attached to side-hall plans. The miniature tower of 12 Tenney Street (1869-1870; see Fig. 346) transforms this simple cottage into a charming Victorian doll's house. The tower at 63 Orchard Street (1875) is purely cosmetic; its only function is to support the fanciful iron cresting that crowns its silhouette (Fig. 153).

One distinctive characteristic of the North Cambridge Mansard style is the large octagonal oriel window placed above an open entrance porch. This feature appeared on the Robert Henderson house (1872; see Fig. 149), where it served as the focus of the pavilion scheme. When applied by these builders to the side-hall



152. 48 Russell Street, 1873. Photo 1953.



153. 63 Orchard Street, 1875-1876.

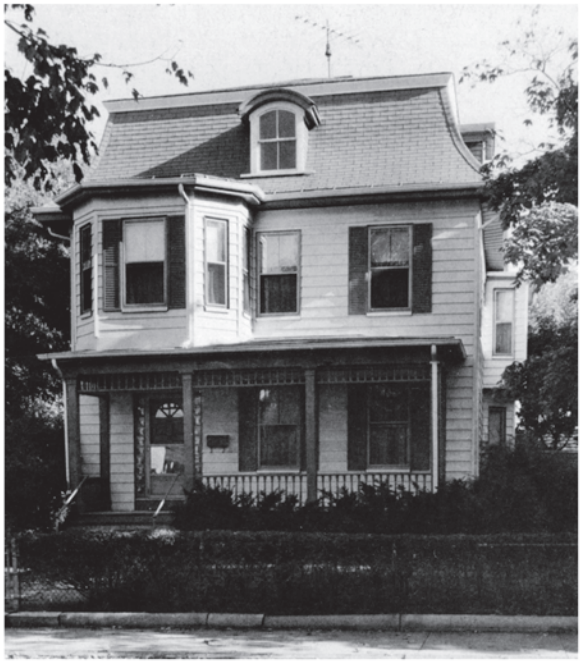
plan the results were often quite awkward, as in the early example at 5 Chester Street (1860; Stephen Stiles) or at 26 Russell Street (1868; James Woodward, builder; Fig. 154), where the porch posts seem to strain under the weight above. The most successful application of the North Cambridge oriel is seen at 2210 Massachusetts Avenue (1868; Fig. 155). Here the massive form of the entrance is balanced by a two-story window bay.

The growing plasticity of massing that developed with the Mansard style in the 1870s is apparent in the well-preserved L-plan house at 24 Pemberton Street (1876-1877; Fig. 156), while the two-family house at 20 Orchard Street (1892; Lewis Gowering) illustrates how late the Mansard roof continued to be used by vernacular builders.

Stick Style

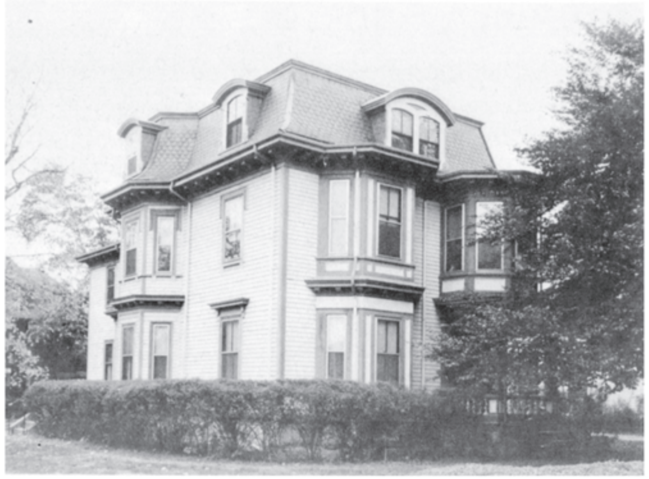
The search for an architectural style which could express the intense energy of the post-Civil War prosperity settled briefly on the Stick style, so named by architectural historian Vincent Scully to describe the elaborate expression of skeletal framing on the exterior. Essentially, the Stick features embodied the taste for the picturesque which Andrew Jackson Downing had championed in the early 1850s, as well as elements of European folk styles, particularly the jigsaw woodwork of the Swiss chalet and English half-timbering. Though non-structural, Stick work expressed the growing familiarity with balloon frame construction, which had finally won acceptance on the East Coast during the 1860s. The Stick style was never very popular in Cambridge because of its costliness and because it coincided with the depression of the 1870s. Considering these limitations, Northwest Cambridge has a surprising number of well-preserved examples.

The inventiveness achieved in the Stick style is illustrated by 101 Walden Street (Fig. 157), built for Thomas Marvin in 1875. The house is actually a standard side-hall plan, but the composition is compelling, and a curious visual tension is conveyed between the plane of clapboards and the "stick" frame of corner boards and belt courses. The most remarkable feature is the exquisite picket frieze hung below

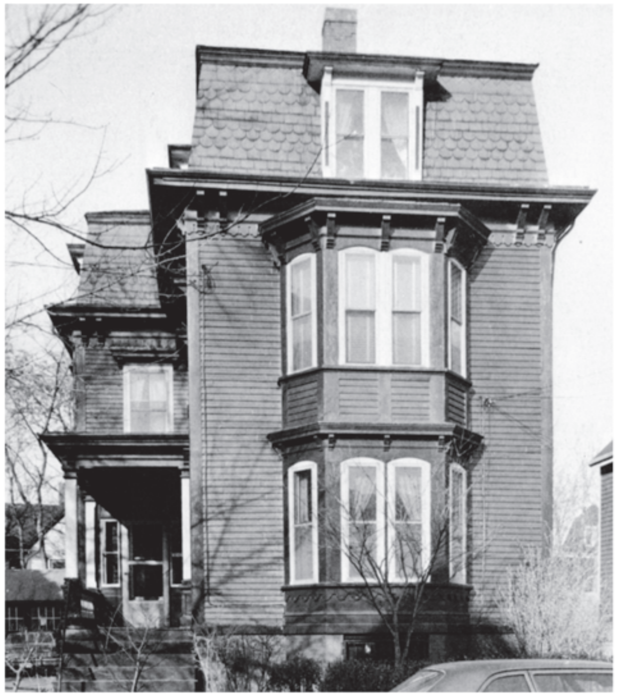


154. 26 Russell Street, c.1868, James Woodward.

the cornice. The frieze becomes transformed into an extended lintel as it skips above the facade windows. The creativity of the design is carried through to the jigsaw work suspended across the porch and gable. Even the side window is embellished by cross-members and a graceful hood. Care should be taken to preserve this fine example of the Stick style for the future.

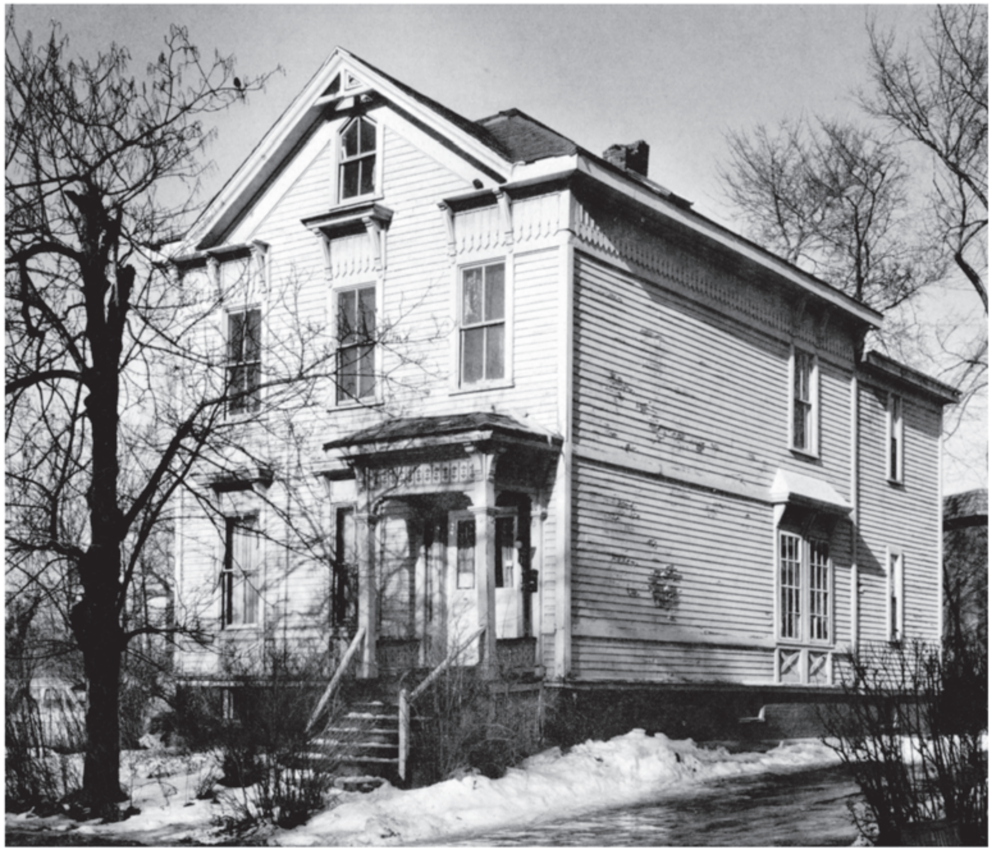


155. 2210 Massachusetts Avenue, c.1868.



156. 24 Pemberton Street, 1876-1877.

157. 101 Walden Street, 1875-1876.

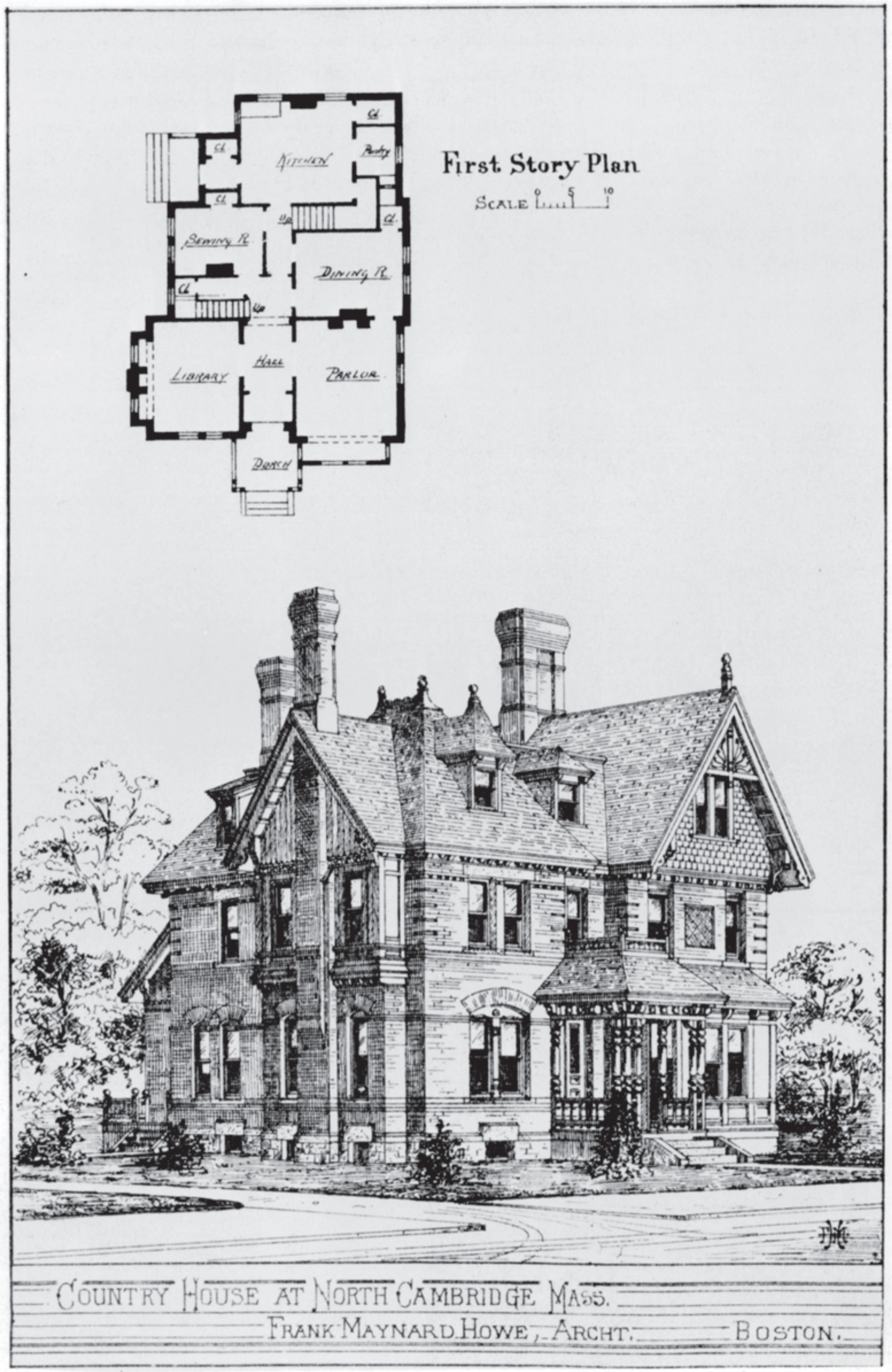


Queen Anne

The Queen Anne was not so much an architectural style as a movement in which a number of individualistic architectural expressions are conveniently grouped. Its sources lie in the English Crafts Movement of the mid-19th century, and its name refers to the period of Queen Anne's reign (1702-1714).

In this country the first examples of the Queen Anne were Newport, Rhode Island, cottages and Boston residences constructed during the mid-1870s. These designs followed the lead of the English architect, Richard Norman Shaw. The depression which began in 1873 delayed adoption of the movement in Cambridge until the late 1870s. Two early variants of the Queen Anne in wood and masonry were the multi-textured, hard-edged Stick style, and the equally complex Panel Brick style. By the 1880s these gave way to a softer, more continuous, flowing manner known today as the Shingle style. Northwest Cambridge, as usual, followed Old Cambridge by several years, so that it was the mid-1880s before Shingle style examples began to appear. Once the freedom of the style had been discovered local builders were slow to give it up, as inexpensive millwork provided a continuing, endless vocabulary of ornament. Pure examples of the manner were seldom built after 1900, but shingle walls and stained glass windows continued to be used into the 1920s.

The finest Queen Anne house in Northwest Cambridge, and one of the better examples in the city, is 11 Russell Street, designed in 1879 by the Boston architect Frank M. Howe (later of Van Brunt and Howe) for L. P. Soule, a builder and masonry contractor. Howe's design for a "Country House" was of sufficient merit to warrant publication in the influential *American Architect and Building News* (Fig. 158). The house has a traditional four-room, center-hall plan, but this is hard to detect as the facade is deliberately asymmetrical and complex. This quality is most evident in the roof, in which the basic hip form has been obscured by a series of cross gables and irregularly placed chimneys. The walls are multi-textured: brick with black



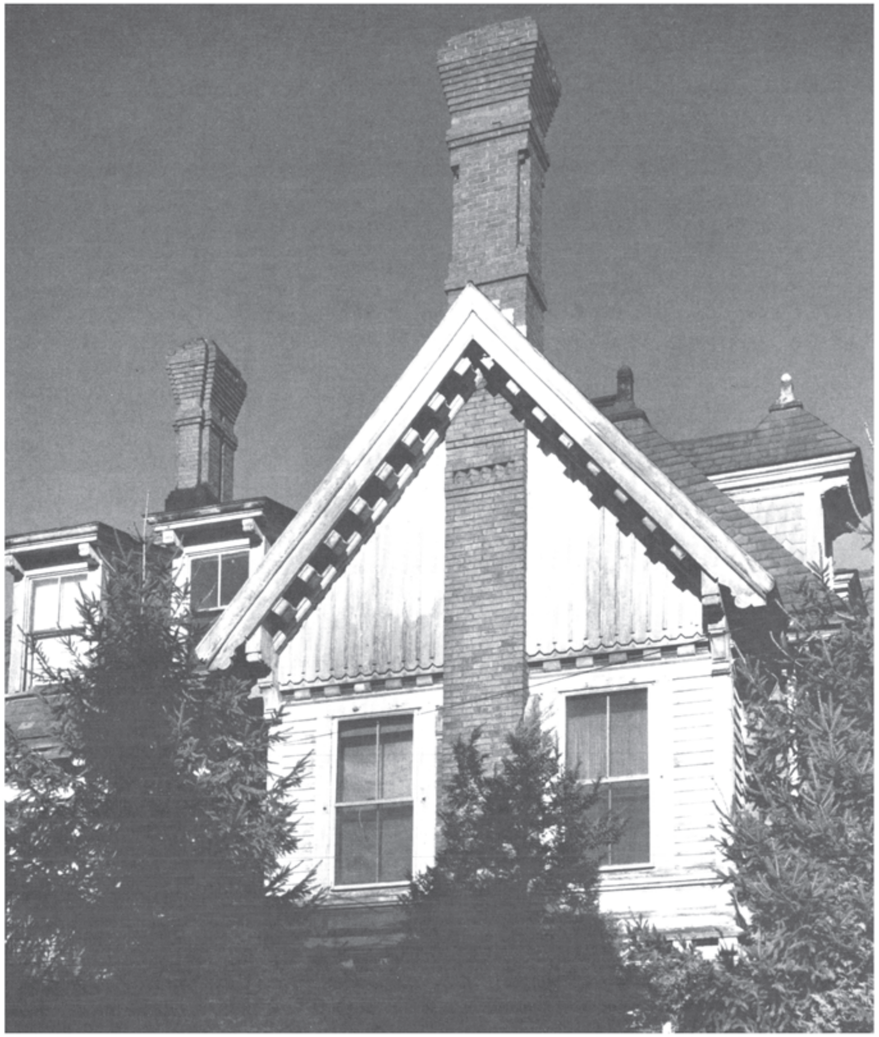
158. 11 Russell Street, 1879, Frank M. Howe. Architect's Drawing, 1879.

headers worked in corbeled and paneled patterns; wood used as clapboards, shingles, intricately turned posts, or chamfered posts and corbels; and a slate roof with copper cresting. In some ways, the design contains overtones of Ruskinian Gothic as well as Queen Anne. Its transitional nature is evident in the lingering gauntness and shallowness of certain Stick style details. This melange of decorative elements is best illustrated in the south gable, where the slender chimney is thinly expressed on the surface (Fig. 159).

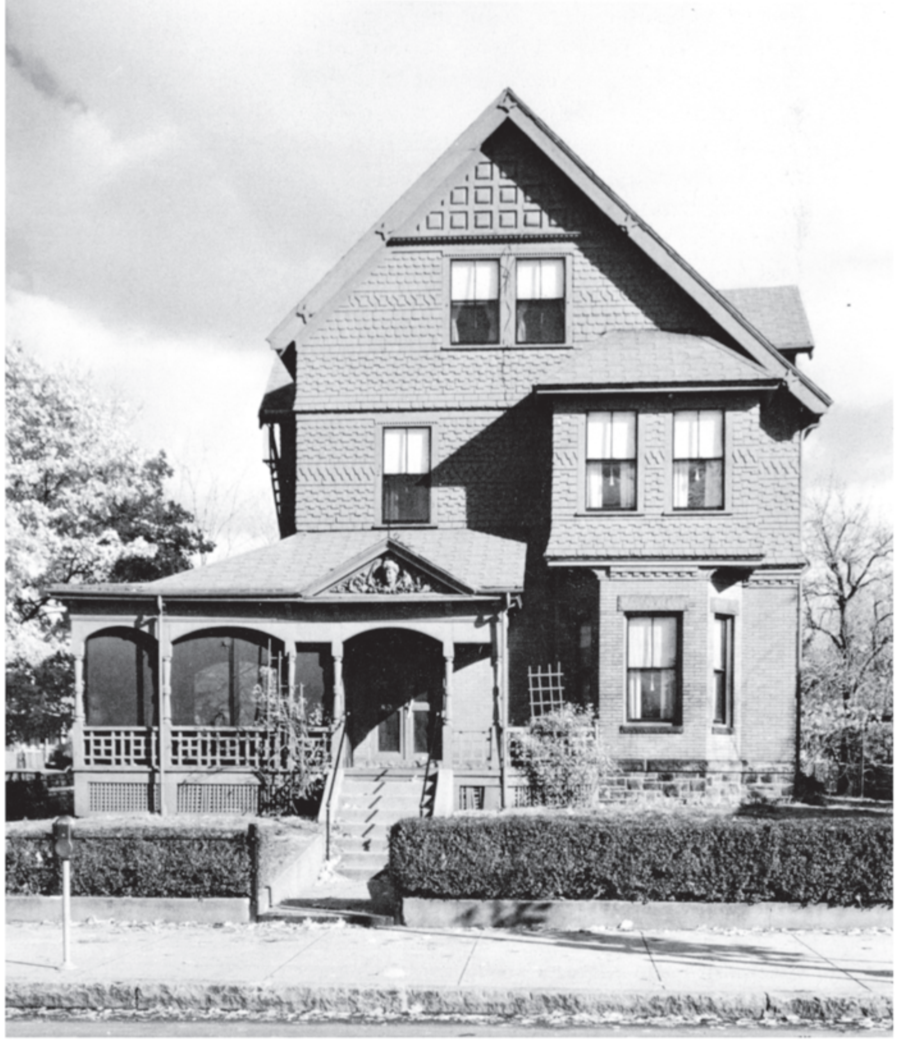
Two other examples on the periphery of North Cambridge show the extravagant excesses achieved by the Queen Anne style: 2343 Massachusetts Avenue (1886; J. Sewall Company; Fig. 160), and 115 Upland Road (1890; J. Merrill Brown, architect; Fig. 161), both of which have suffered from remodeling. The house on the Avenue was built for the Dublin brickyard owner John E. Parry and appropriately combines brick with an intricate pattern of cut shingles on the facade gable. The Upland Road house reflects the confident prosperity of Avon Hill, with a complex arrangement of dormers and gables anchored by a voluminous porch.

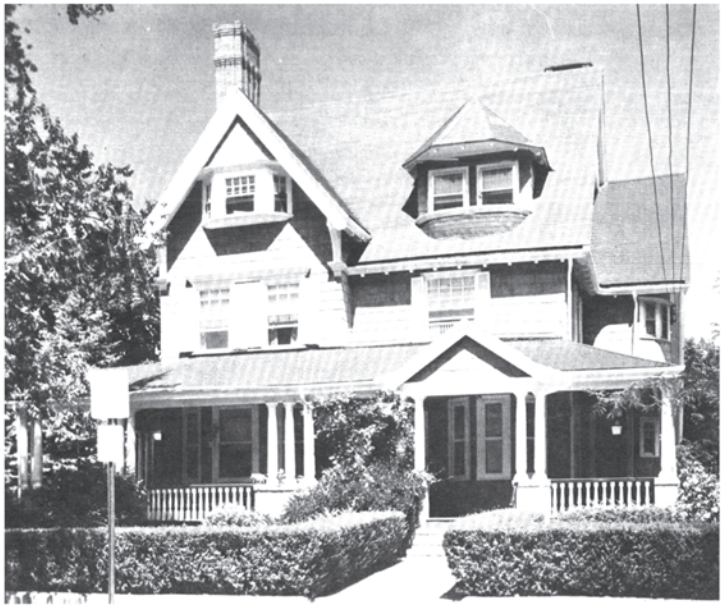
A favorite theme in Queen Anne design was the treatment of a corner bay as a tower, an independent mass rising a story above the main cornice. This motif is well-represented at 12 Rindge Avenue (1890; Joseph Miller; Fig. 162) and at 10 Chester Street (Fig. 163). The latter was built in 1866 for Chester Kingsley as a Mansard style side-hall dwelling but was enlarged and remodeled by Wellington Fillmore in 1890 after the owner was appointed head of

159. South Gable, 11 Russell Street.



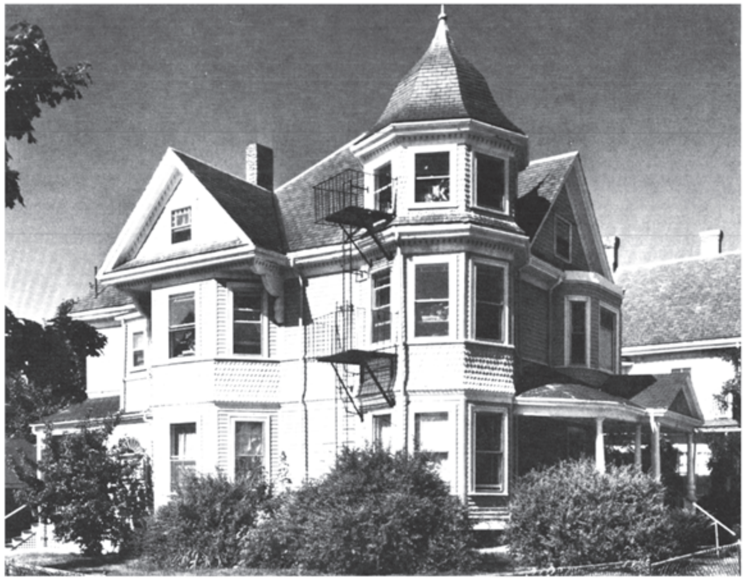
160. John Parry House, 2343 Massachusetts Avenue, 1886, J. Sewall & Co. Porch Remodeled 1969.



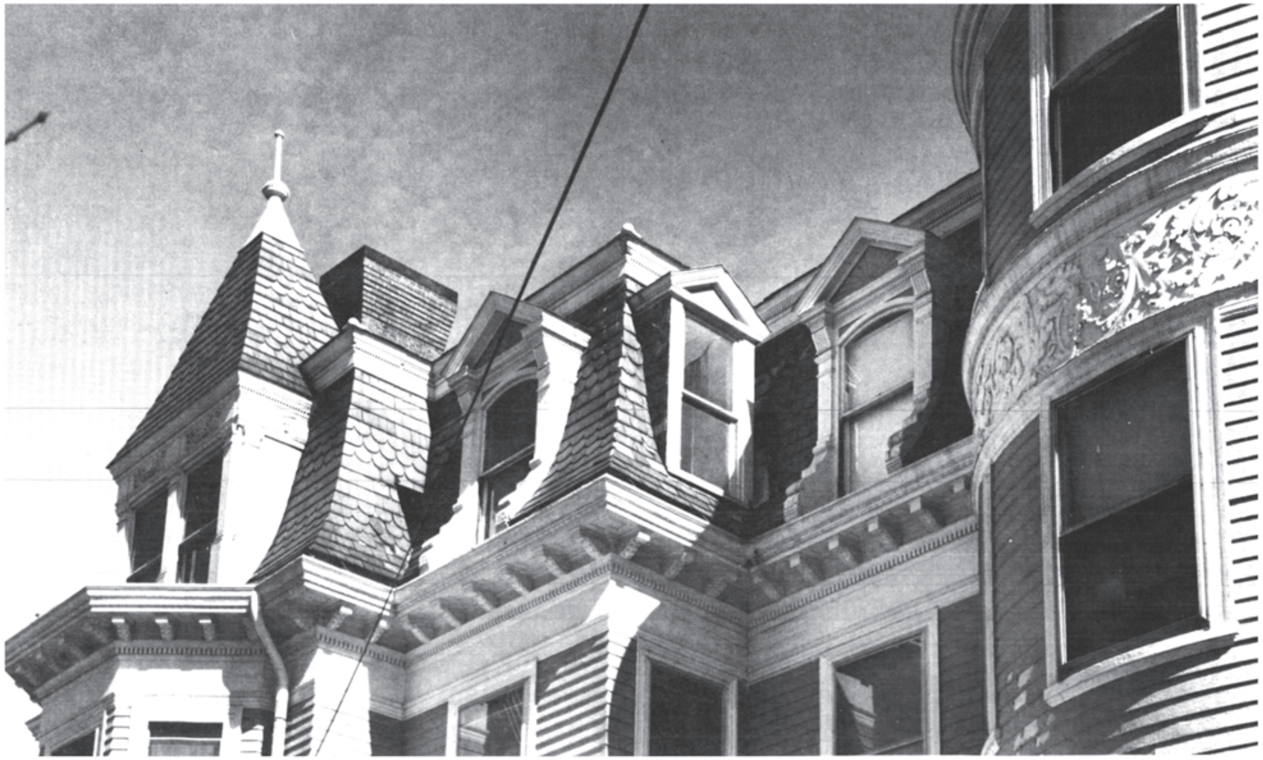


161. 115 Upland Road, 1890, J. Merrill Brown.

162. 12 Rindge Avenue, 1890, Joseph Miller.

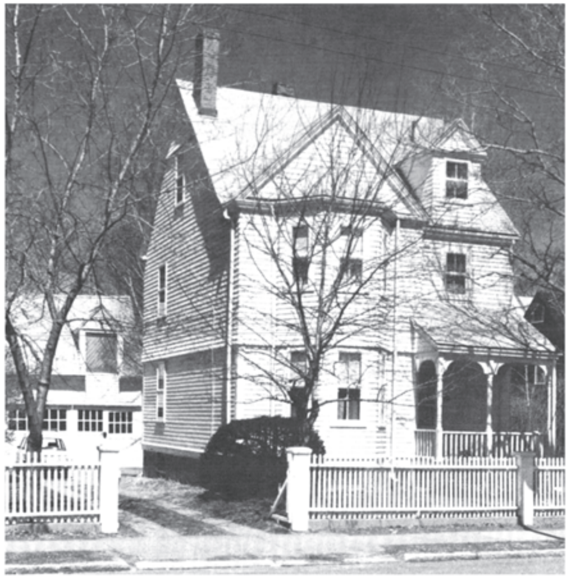


163. Roof Detail, Kingsley House, 10 Chester Street, 1866, Stephen Stiles, Remodeled 1890, Wellington Fillmore.



the City Water Department. The Mansard roof and bay window were retained, but Fillmore added the corner tower, entry porch, and a Panel Brick chimney. The impressive mass of the cylindrical tower, with its wide bands of floral decoration, indicates the later date and new taste for the Colonial Revival style. Towers were also used for more modest dwellings, as at 11 Woodbridge Street (1891) and 16-18 Shea Road (1893) as well as for multiple-family units. A two-family Queen Anne dwelling stands at 15 Orchard Street (1892; I. F. Burnham, builder), while the towered Queen Anne structure at 174 Elm Street (1891; see Fig. 114) exemplifies the use of this style on a three-decker.

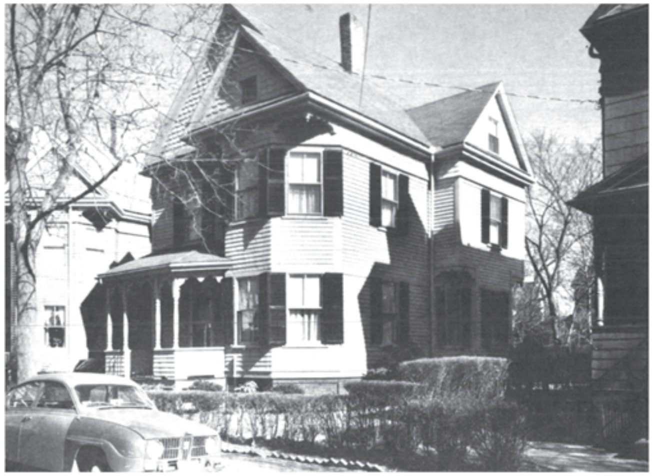
The Queen Anne style was well suited to the suburban side-hall plan and was enthusiastically adopted by builders in Northwest Cambridge during the mid-1880s. Of the approximately three hundred examples built in the area during the late 19th century, two well-preserved Queen Anne houses at 421 Huron Avenue (1888; H. A. Partridge, architect; Fig. 164), and



12 Milton Street (1892-1893; Fig. 165) serve to illustrate the range that could be obtained within the standard side-hall form. Both houses achieve their character through an interplay of gables and bays that give volume to the cubic mass. The delight of such Queen Anne suburban houses are the entrance porches, their private shadows outlined by millwork details that were often repeated under the gable corners, as in the Milton Street example.

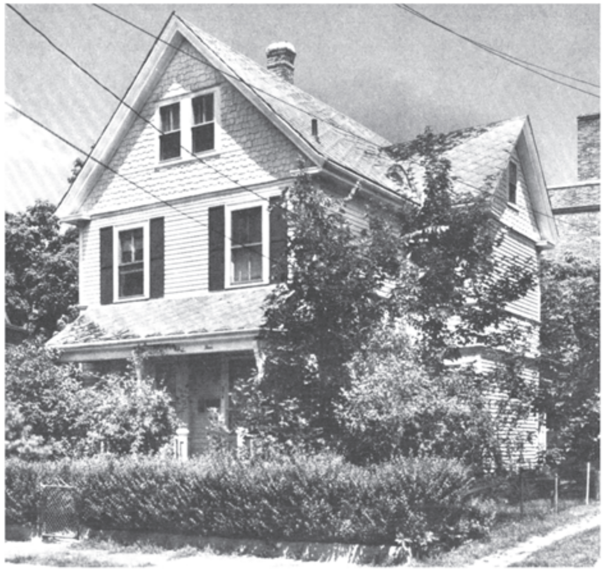
Applied to tract housing, the Queen Anne style made expressive use of simple textures and details. The effects could be quite attractive, especially when a variety of cut shingles were used to provide interest on the broad surfaces of

164. 421 Huron Avenue, 1888, H. A. Partridge.

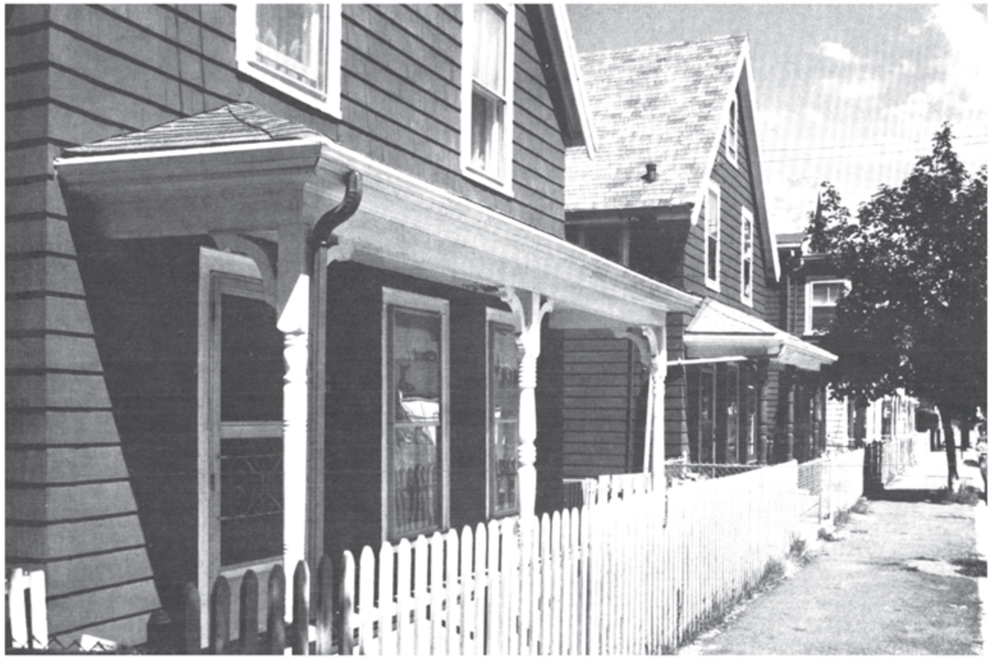


165. 12 Milton Street, 1892-1893.

166. 4 Van Norden Street, 1894.

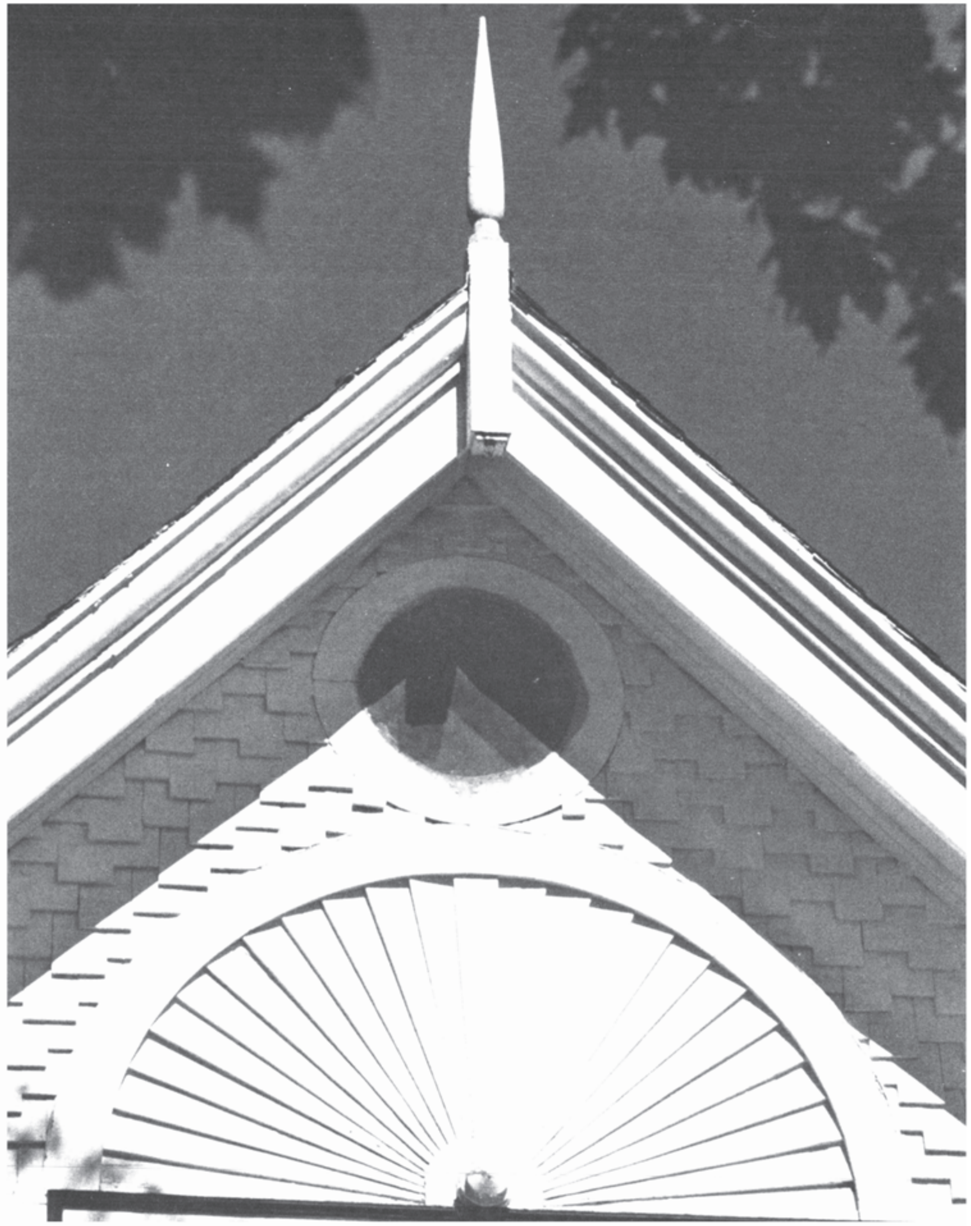


167. 21 and 19 Cedar Street, 1891, J. W. Wilbur.



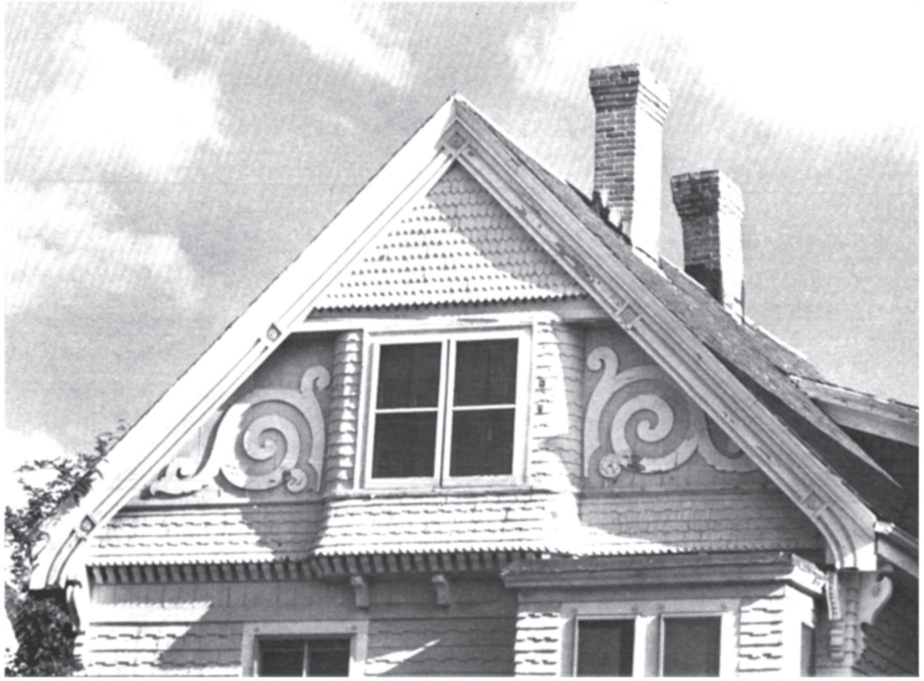
the balloon-framed houses. The example at 4 Van Norden Street (1894; Fig. 166) retains its original clapboard and shingle siding, unlike so many Queen Anne houses in Northwest Cambridge, where this architectural quality has been lost through modern re-siding. In workers housing, the Queen Anne was reduced to the essential features of wooden ornament. Often the only evidence of style was the decorative woodwork of porches with lathe-turned posts, as in the cottages at 19 and 21 Cedar Street (1891; J. W. Wilbur, builder; Fig. 167).

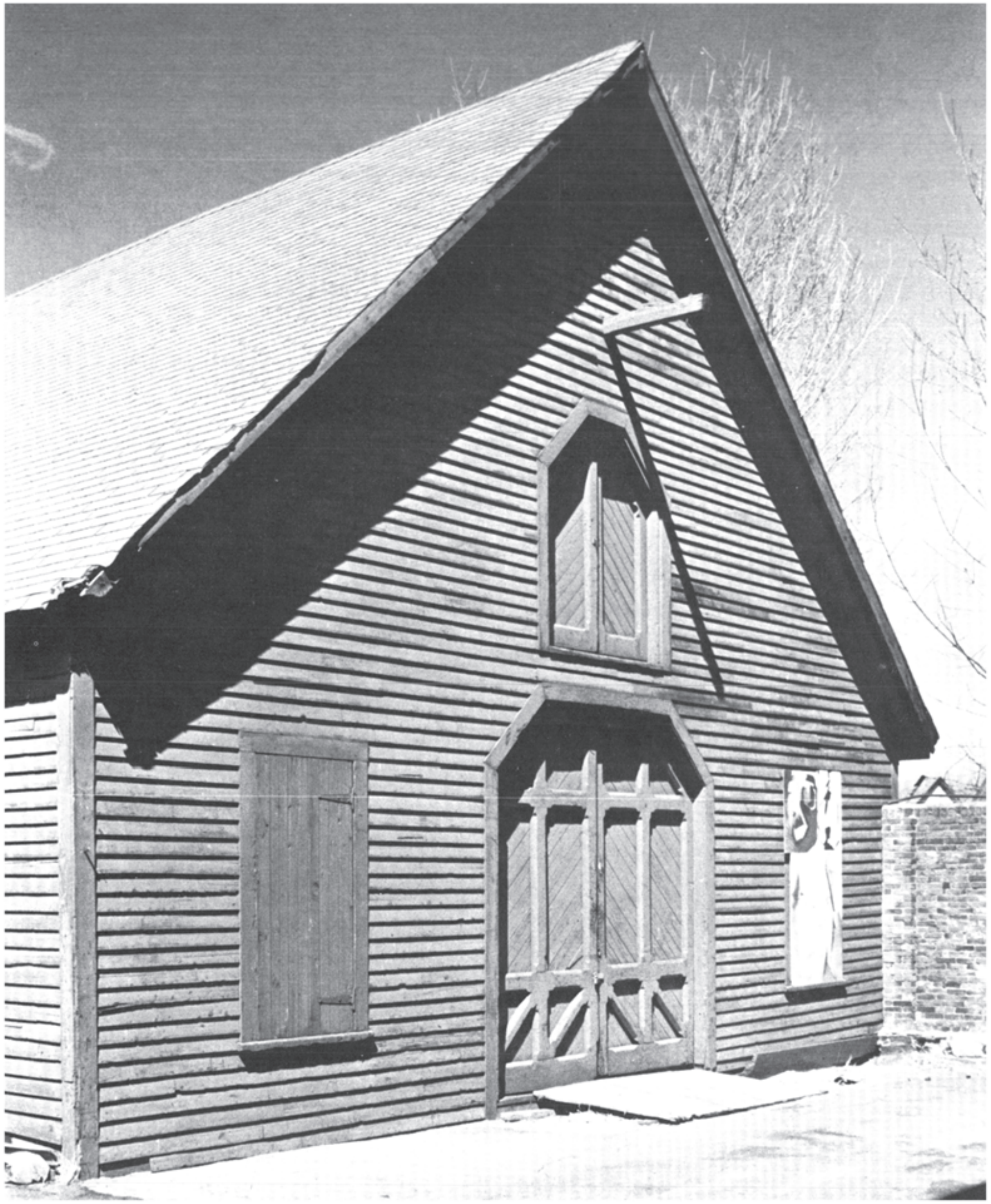
The gable was often the imaginative focus of the Queen Anne style, and local builders created a remarkable variety of effects using standard elements. Fortunately, much of this gable decoration survives today, and in more modest Queen Anne designs is frequently the only element that gives the design visual interest.



168. Gable, 21 Hollis Street, 1886, E. S. Sparrow.

169. Gable, 18 Rindge Avenue, 1891-1892.





170. Barn, 11 Richdale Avenue, 1892, John Smallman.

Rewarding examples can be found at 21 Hollis Street (1886; E. S. Sparrow, builder; Fig. 168), 18 Rindge Avenue (1891-1892; Fig. 169), and most notably at the delightful carriage barn at 15 Rice Street (1889; Jordan & Packard, builders; see Fig. 130).

Ultimately, it was a sensitivity to the inherent qualities of wood that distinguished the Queen Anne style. One of the finest statements in Northwest Cambridge is the facade of the storage barn at 11 Richdale Avenue (1892; John Smallman, builder; Fig. 170), where the elements of form, pattern and texture achieve a refined harmony.

Colonial Revival

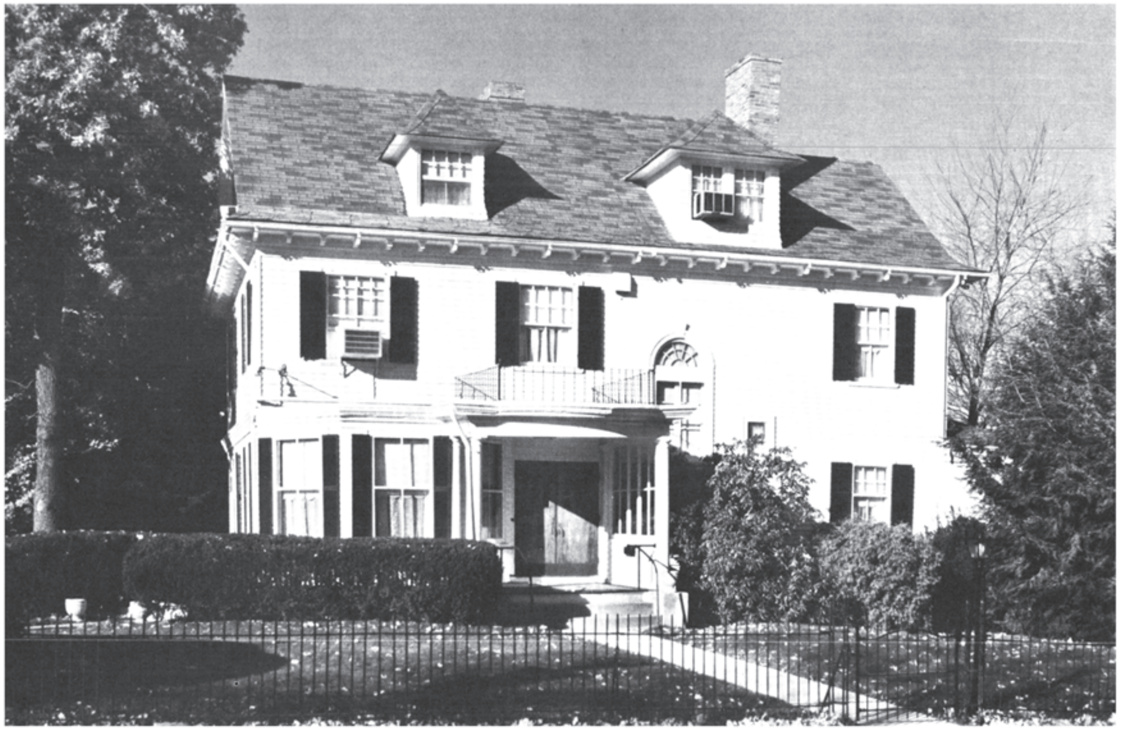
The Centennial year of 1876 spurred American architects to look to their own architectural heritage for inspiration, and the work that resulted is grouped under the general heading of Colonial Revival. This style marks the beginnings of independence for the American architectural profession from European tutelage and a growing confidence in native abilities, which by the turn of the century would foster a wholly independent, non-historical movement in the Midwest and California. Initially, this revival was inspired by vernacular houses of colonial New England. The coastal region provided examples of 17th and 18th century buildings, with the result that aspects of both the English Medieval and Georgian traditions were combined freely within the Colonial Revival style. Only later did architects make the distinction so obvious to us today between the two traditions. As first conceived in the late 19th century, the Colonial Revival was a free and sometimes confused melange of pre-1800 American architectural forms.

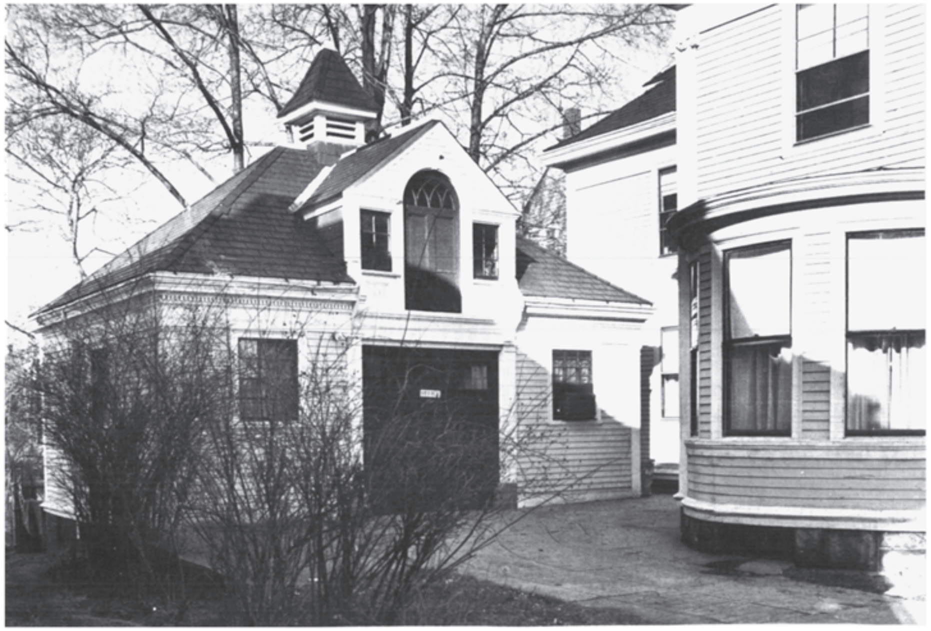
For Cambridge the Colonial Revival corresponded to a deeply-rooted sense of identification with the past, especially with the 18th century and the Revolution. With splendid models readily available, designs of Colonial Revival inspiration were being built in the Brattle Street neighborhood by the mid-1880s (see *Old Cambridge*; Figs. 242, 247). In Northwest Cambridge, the movement found quicker acceptance than had previous architectural fashions, and by 1890 local builders were producing sound Colonial Revival designs.

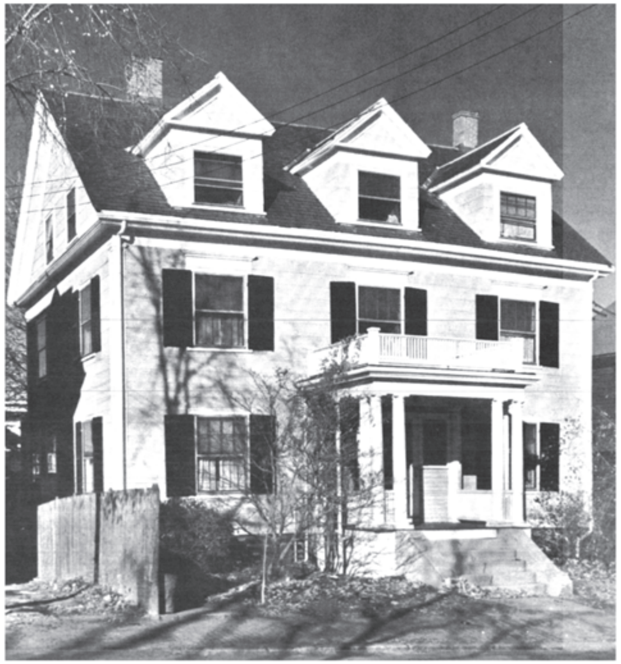
Two distinctive variations of the Colonial Revival developed. One represented a continuation of the picturesque Queen Anne-Shingled tradition, whose massing was comfortably loose and informal, as seen in 333 Huron Avenue (1892; Wilfred A. Norris, architect; Fig. 171). The second was more symmetrical, following formal 18th century precedents, as exemplified by 79 Upland Road (1895-1896; Fig. 172). Both variations employed Georgian details, but these were handled with great freedom and originality.

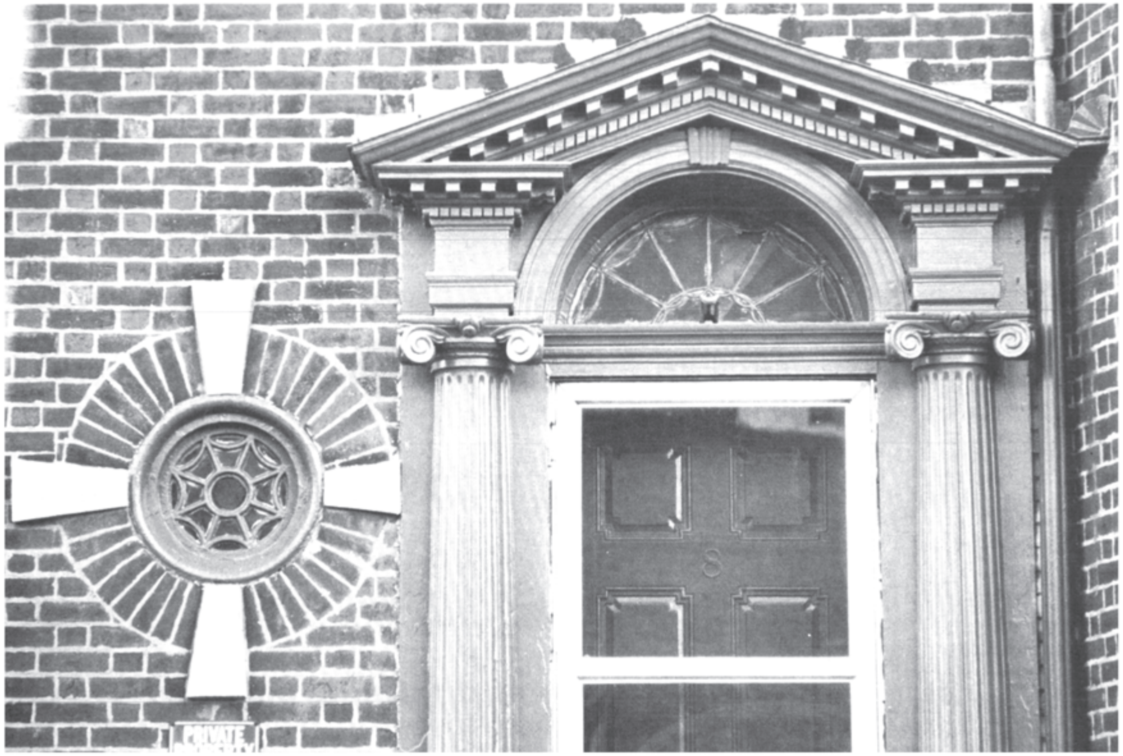
By the turn of the century, however, this individuality had faded, and architect-designed work of later date became increasingly disciplined and archaeologically correct. The vernacular tract builders, on the other hand, continued to be freer in their designs although even they were eventually restrained by the limited shapes in which the prefabricated millwork became available.

The most satisfying Colonial Revival house in North Cambridge is 2218 Massachusetts Avenue, designed in 1894 by the established firm of Hartwell and Richardson (no relation to the famous H. H. Richardson) for its owner and builder, Isaac McLean. Although the fine paneled interior was destroyed in a recent fire, the house has been thoughtfully restored. Behind the main house is a charming Colonial Revival barn with Palladian window and cupola,

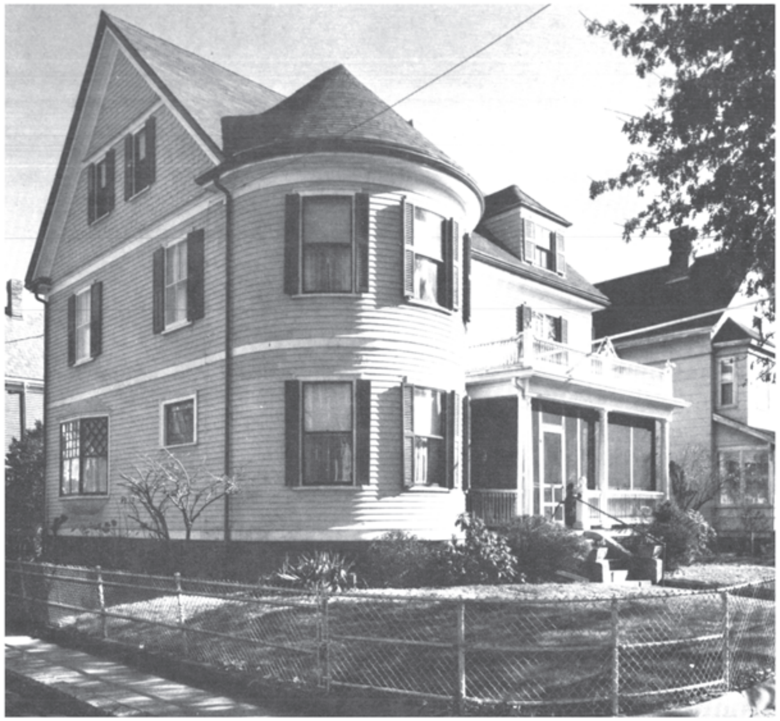

171. Hincks House, 333 Huron Avenue, 1892, Wilfred Norris.

173. Carriage House, 2218 Massachusetts Avenue, 1894, Hartwell & Richardson.



172. 79 Upland Road, 1895-1896.



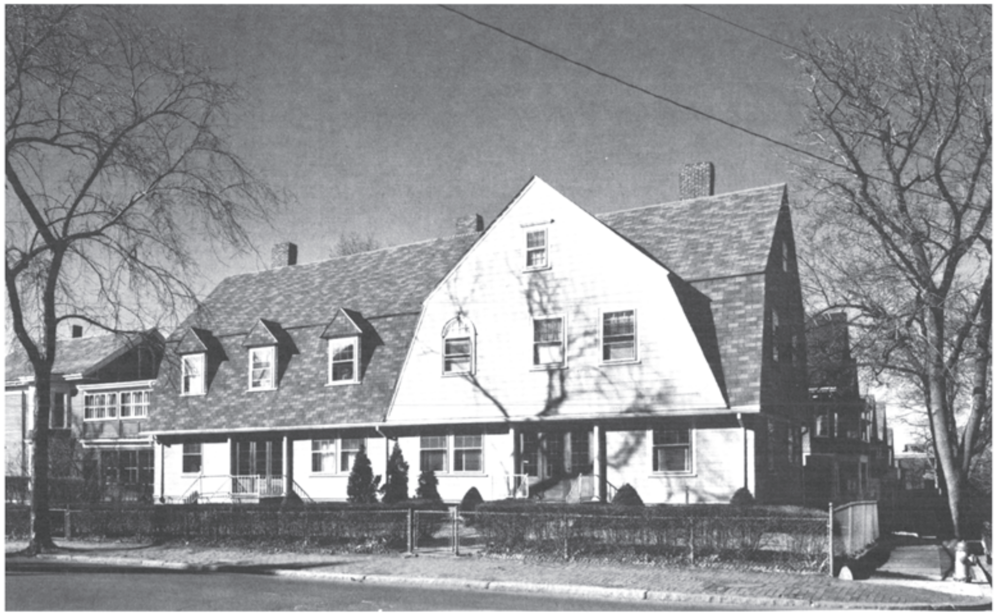
175. Entrance Detail, 8 Davenport Street, 1900, H. D. Joll.



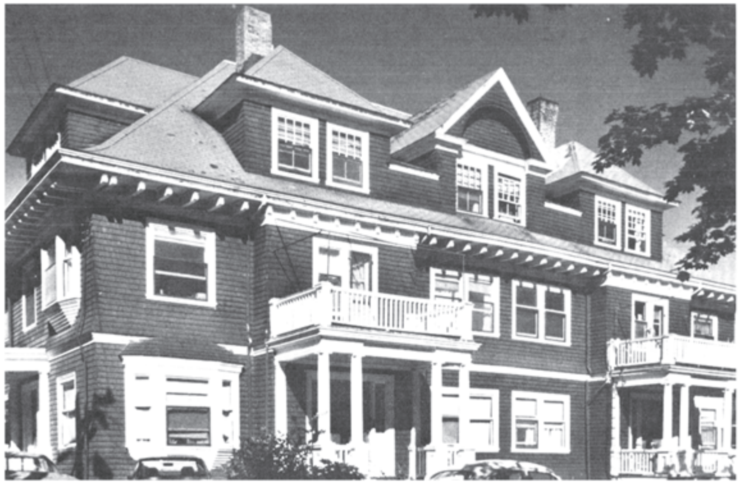
174. 57 Orchard Street, 1894, Joseph Miller.

in many ways more successful than the house itself (Fig. 173). Of similar quality and condition is 57 Orchard Street, designed in 1894 by the local builder Joseph Miller (Fig. 174). Here, the voluminous circular bay with conical roof forms an interesting addition to the rectangular plan, illustrating the lingering Queen Anne penchant for picturesque massing. Similarly, the shingle textures in the gable, and the oriel window on a side elevation, contrast with the Georgian-inspired railings and porch columns at the entrance.

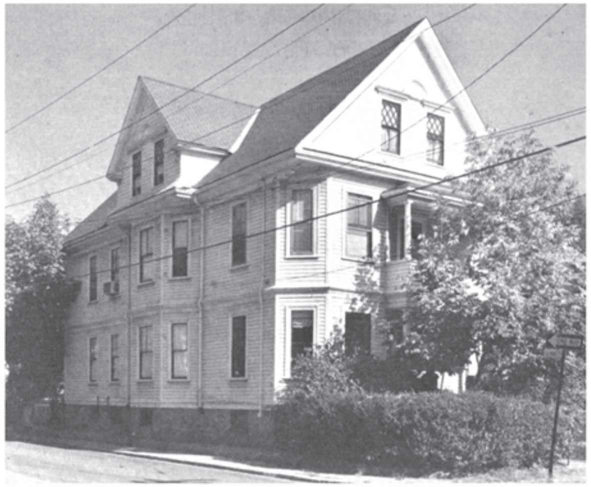
An unusual suburban corollary to the Georgian Revival townhouses which were being erected concurrently in Boston's Back Bay is the brick edifice at 8 Davenport Street, designed in 1900 by H. D. Joll (Fig. 175), in which a rich display of Federal ornament surrounds the entry.



176. 129-131 Upland Road, 1890, C.S. Mooney.

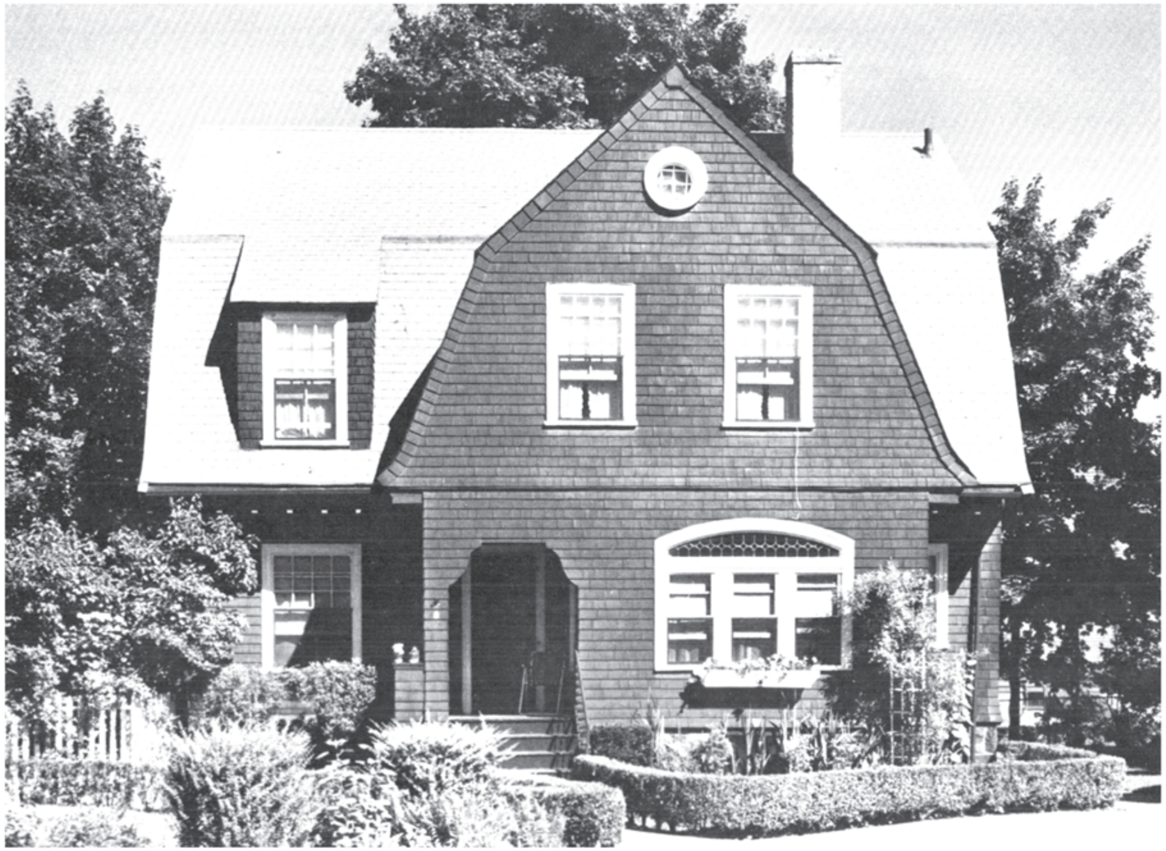


177. 14-20 Whittier Street, 1898, Henry Meers.



179. 69 Orchard Street, 1896, J.C. Conner.

178. 6 Rindge Terrace, 1903, Newhall & Blevins.



The informality of a shingled building with a gambrel roof was found appropriate for double houses and those with side-hall plans. Often, such compositions were decorated with Colonial Revival features, and the gambrel roof was used to unify the disparate elements. A strikingly handsome double house stands at 129-131 Upland Road, designed in 1890 by C. S. Mooney (Fig. 176). Here, the simple Colonial Revival trim is nicely subordinated to the interesting mass; unfortunately, the original shingle-covered walls have been resurfaced.

The gambrel motif was used frequently for the group of well-constructed homes built along Upland Road on the back slope of Avon Hill during the 1890s. Well-known Cambridge architects represented here are: Lois Lilley Howe (one of Cambridge's first woman architects), at 11 Vincent Street (1894); John A. Hasty, at 15 Whittier Street (1896); E. K. and W. E. Blaikie, at 67-69 Upland Road (1897); and Henry Meers, with two fine specimens at 12 Whittier Street (1896) and 14-20 Whittier Street (1898; Fig. 177). The last is sympathetically maintained, a massive four-family dwelling, animated by a Queen Anne play of projecting bays and flared eaves with trim of Classical inspiration.

The gambrel roof served as a useful cover for small dwellings and cottages. The most rewarding early example, still in pristine condition, is 54 Pemberton Street, built in 1892 by Frank Simpson. Arranged on an oblique side-hall plan, the broad facade has been enlivened by a projecting center gable into which is fitted a well-scaled Palladian window. Cottages in this style are found at 7 Fairview Avenue (1901; Alonzo and Allen) and 52 Norris Street (1897; W. C. Libby), and show a fine sense of scale and proportion. An excellent representative is 6 Rindge Terrace, designed by the experienced Cambridge firm of Newhall and Blevins in 1903, still carefully maintained with its original brown stained shingles (Fig. 178).

As the style became dominant, Colonial Revival features were quickly grafted onto work-a-day multiple-family dwellings; and, beginning in the mid-1890s, Colonial Revival millwork and detail began replacing Queen Anne ornament. The typical two-family dwellings and three-deckers built during this period soon began to sprout a variety of decorative features which could be applied to otherwise simple wooden structures. This generally Georgian millwork remained popular until the First World War, although the basic form of these building types changed little from the earlier Queen Anne models.

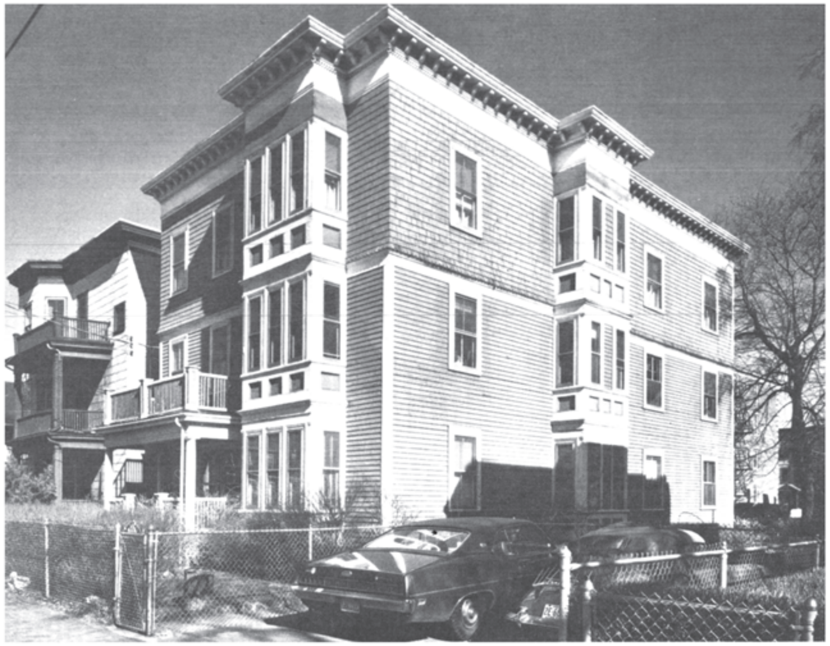
The first of literally hundreds of Northwest Cambridge two-family houses to display Colonial Revival elements dates from 1895. Early examples retain the complex roofs, bay windows, and projecting porches of the Queen Anne, but these features are tempered by Classical details, such as the prominent Palladian windows combined with console-supported overhanging gables at 69 Orchard Street (1896; J. C. Conner, builder; Fig. 179), or the columned porch at 11-13 Haskell Street (1895; Charles Greco).

The classical forms of the Colonial Revival gave the three-decker a degree of formalism that balanced its awkward side-hall massing. Spindly Queen Anne porches were replaced by Classical columns with proper capitals and railings. The flat roof of the three-decker was given emphasis by distinctive cornice ornament complete with modillions, dentils, and even garlanded swag panels. The windows were adorned with dentil cornices and consoled sills and often included an elaborate oculus or Palladian frame.

Adaptation of the Colonial Revival to the three-decker had been made by Cambridgeport architects in the 1890s (see *Cambridgeport;* Fig. 51), but few of these apartment designs were built in Northwest Cambridge. Typical of the architectural quality displayed in early Colonial Revival three-deckers is the well-preserved example at 20-24 Meacham Road (1894; Samuel Kelley, architect) where the style is felt in the handsome proportions of the paneled bay and in the carefully scaled modillion cornice and the Doric portico (Fig. 180).

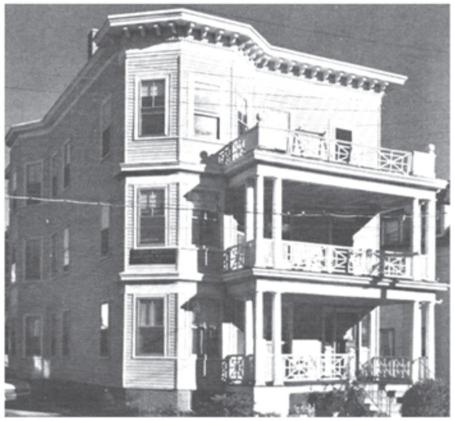
After the turn of the century the Colonial Revival became an accepted formula for the three-decker, and tract builders erected literally thousands in the streetcar suburbs of metropolitan Boston. In Northwest Cambridge the example at 15 Day Street (1910; G. H. Tyler, architect) shows the classic qualities achieved in this idiom (Fig. 181). The porch tiers, window bays, and roof cornice are embellished by a bold vocabulary of millwork that complements the massive scale of the three-story structure.

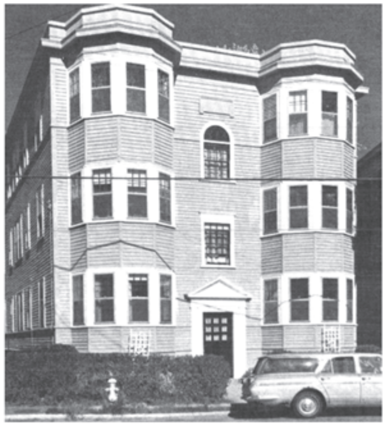
The Colonial Revival three-decker proved adaptable to a variety of forms and situations. For a corner lot, such as 51 Fairfield Street (1911; Melamson Bros., builders), the Palladian window and heavy Doric porch provide a necessary emphasis to the broad facade (see Fig. 349). At 47 Vassal Lane (1916; Edward B. McGinn, architect) the crisp geometry of the octagonal bays frames a careful succession of classical features that results in a design of unusual quality, combining the Colonial Revival with elements of the Midwestern Prairie style (Fig. 182).



180. 20-24 Meacham Road, 1894, Samuel Kelley.

181. 15 Day Street, 1910, G.H. Tyler.

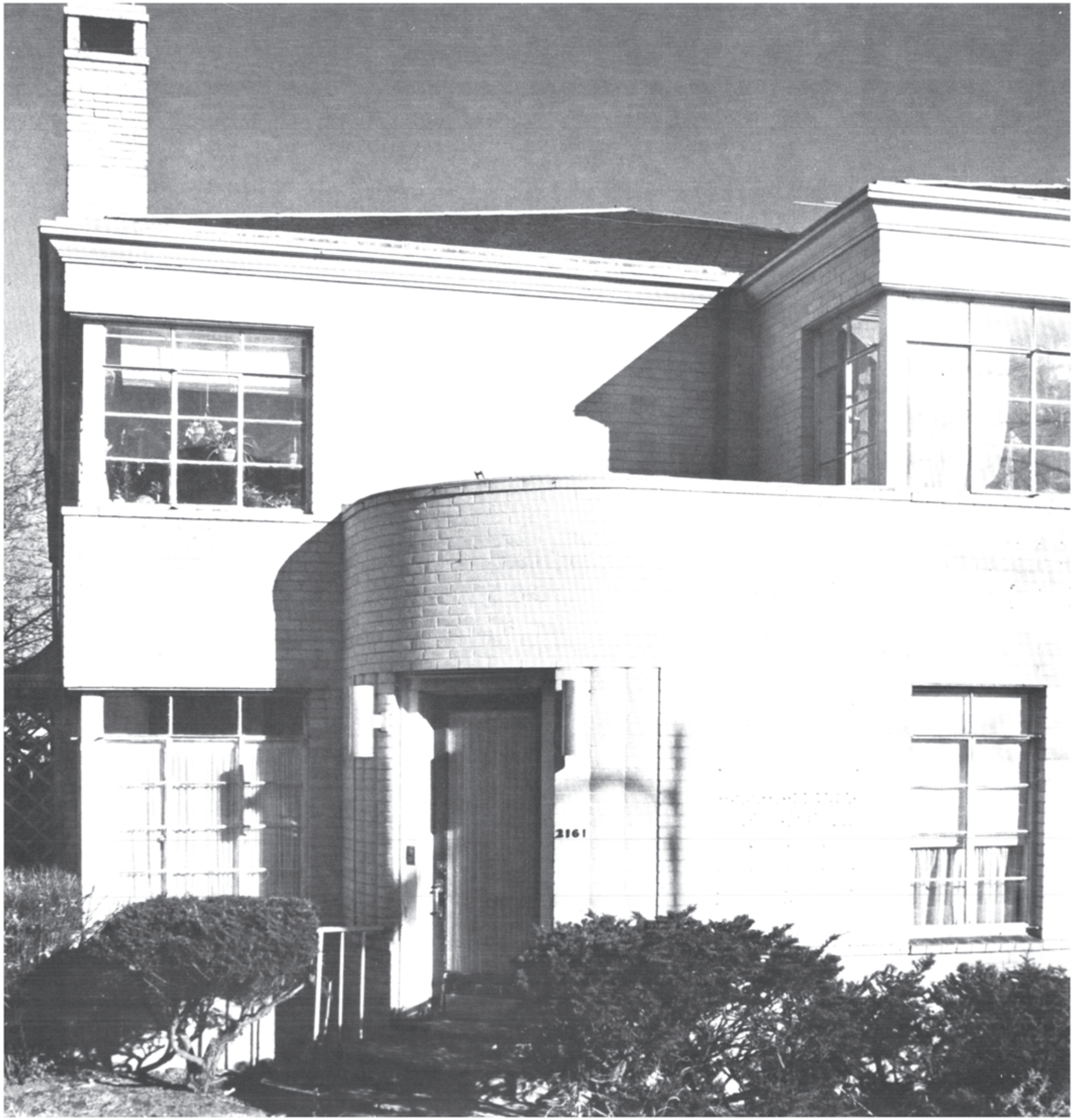




182. 47 Vassal Lane, 1916, Edward B. McGinn.

20th Century Styles

183. 2161 Massachusetts Avenue, 1939, William L. Galvin.



A predominant characteristic of residential architecture of the second half of the 19th century was its reliance on various European styles of the past as the source of inspiration. The Colonial Revival style was different to the extent that it used historic American buildings as models, but otherwise it was similar to the European-oriented revival styles in that it looked to the past for prototypes. Gradually, some American architects rejected historicism entirely, while searching for new forms which were derived logically from the plan and mass of the building and its materials. No satisfactory term has yet been coined to designate buildings that emerged from this approach to design though in *Old Cambridge* it was described as Neo-Rationalism. This movement was stronger in newly-settled regions of America than in conservative New England, which had a long-established architectural tradition. Old Cambridge, with its heritage of Tory Row and Harvard Yard, was none too receptive to such experimentation, but this conservatism was weaker in recently-developed Northwest Cambridge.

The movement was reinforced by the costs of materials and labor, which had begun to soar during the First World War. This economic constraint favored architectural forms which were simple and utilitarian, and left the more ornate historical revival styles as the province of the wealthy.

The first architectural expression not based on historic precedent to find acceptance in Cambridge was a fusion of two Western movements: the Prairie style of the Midwest, developed in Chicago, and the Bungalow style of California, developed in Los Angeles. It is an historical paradox that the origins of these Western styles lay in the Queen Anne Shingle style developed in the Boston area during the 1880s. The Shingle style's massive gambrel and hip roofs, flowing porches, informal fenestration, and textured wall surfaces had provided the basic elements with which Western architects began their innovations in the 1890s.

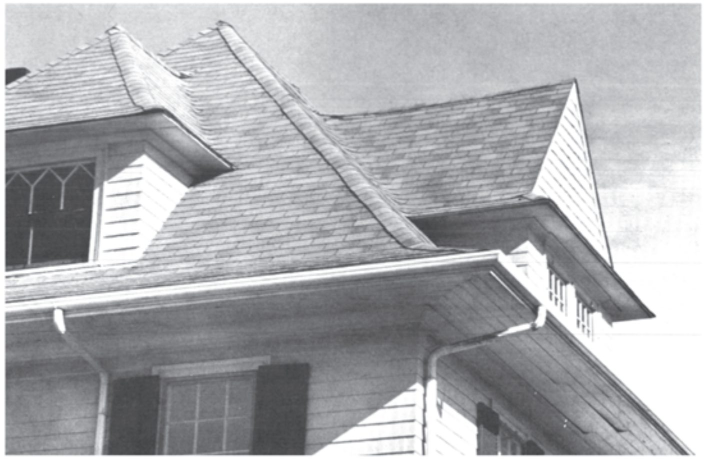
To the Prairie and Bungalow styles must be added two further contemporary movements which contributed to the formation of a neo-rationalistic architecture in early 20th century New England. Both stressed the use of stucco-covered brick and concrete as a primary texture with which to achieve crisp, essentially geometric forms. One was a European modernist movement as exemplified and elaborated by Otto Wagner, Adolf Loos, and others in Austria after the turn of the century. The second was the work of California architects like Irving Gill before the First World War, who achieved abstract forms by stripping the ornament from the Mission Revival style.

Northwest Cambridge provides an instructive area in which to study this hybrid movement because the decidedly middle class character of the area favored the acceptance of a non-historical style. Because much of the area had already been laid out in suburban streets by 1900, only a handful of attractive single-family house lots were available in the Fresh Pond area; thus, much of the Prairie-Bungalow work is found in two-family or modest single-family homes built between 1890 and 1930 in the neighborhoods of Upland Road, Concord Avenue, and Alewife Brook Parkway.

Prairie-Bungalow

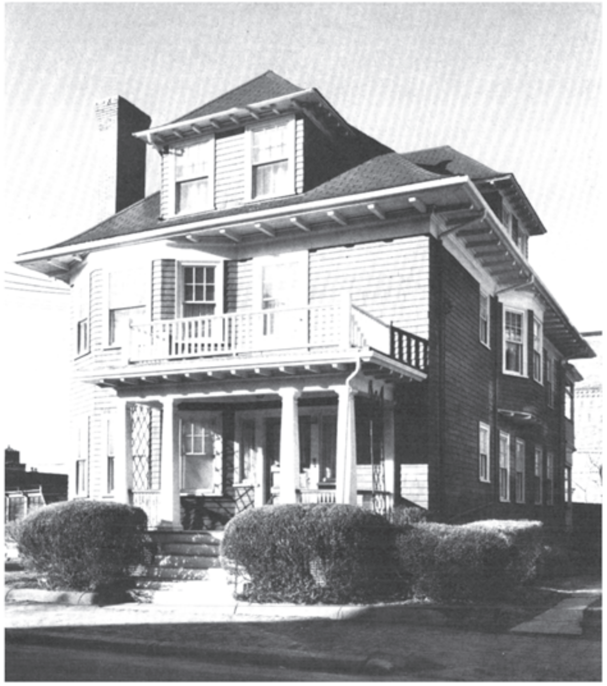
Contemporaneous with the evolution of Frank Lloyd Wright's Prairie houses in Chicago during the 1890s are several substantial houses in North Cambridge whose form embodies a similar horizontal exaggeration of line and absence of historical detailing. The designs are largely the product of local builders-turned-architects. Early evidence of this non-historic movement is seen at 2179 Massachusetts Avenue, designed in 1892 by Rand and Taylor (Fig. 184). Here a massive hip roof projects daringly over the walls on deep eaves which are as exaggerated as any in the Midwest for this period.

A clear parallel to contemporary Midwestern work is apparent in a series of homes built by Byron S. Merrill on Upland Road around the turn of the century. The most direct of Merrill's buildings is 43 Upland Road, a two-family house of 1898 (Fig. 185). The design retains the asymmetry of the Queen Anne in the window bays and exposed chimney, but is innovative in the treatment of the roof and entry. The tightly massed hip roof is given a strong horizontal effect by a broad extension of the eaves on thin purlins; and the porch is supported by two tapered square posts, nearly free of classical ornament. Removed one step further from the typical Cambridge Colonial Revival is 153 Upland Road, a Merrill design of 1903 (Fig. 186). Here the red tile roof has a Mediterranean effect and sits broadly atop the cubic body on purlined eaves.

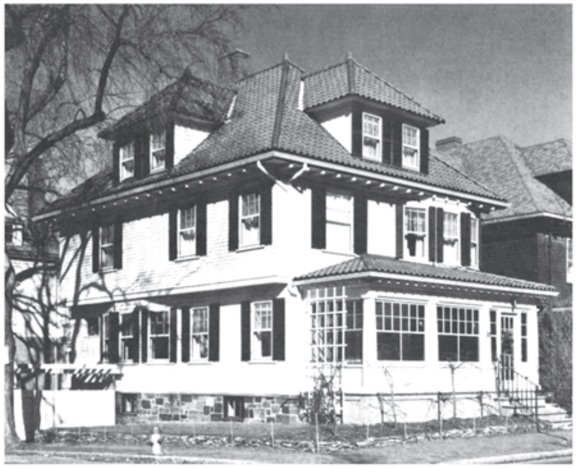


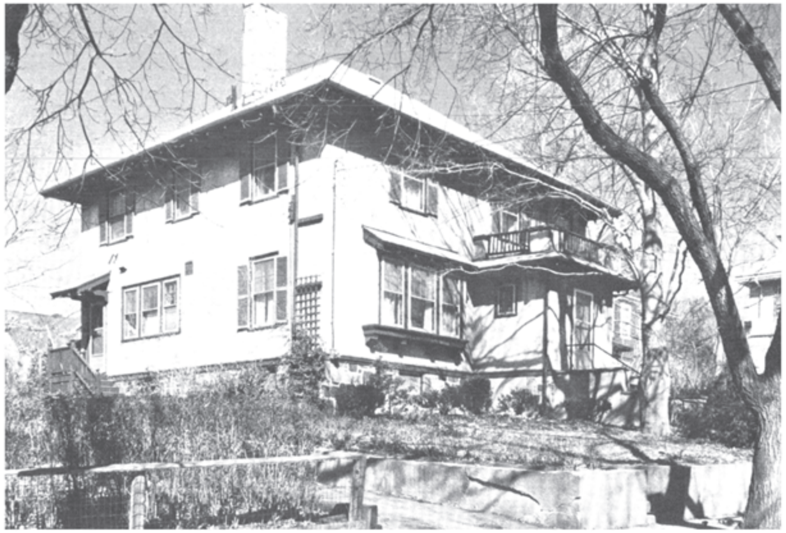
184. Eaves Detail, 2179 Massachusetts Avenue, 1892, Rand & Taylor.

185. 43 Upland Road, 1898, Byron N. Merrill.

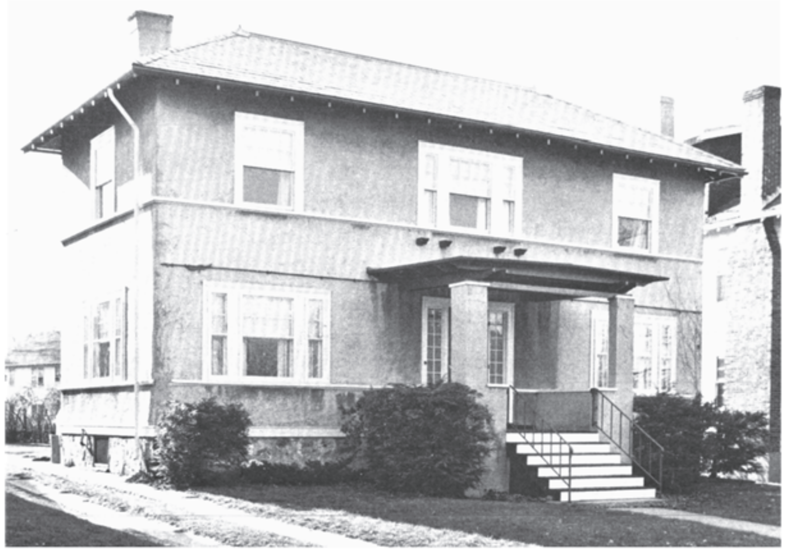


186. 153 Upland Road, 1903, Bryon N. Merrill.

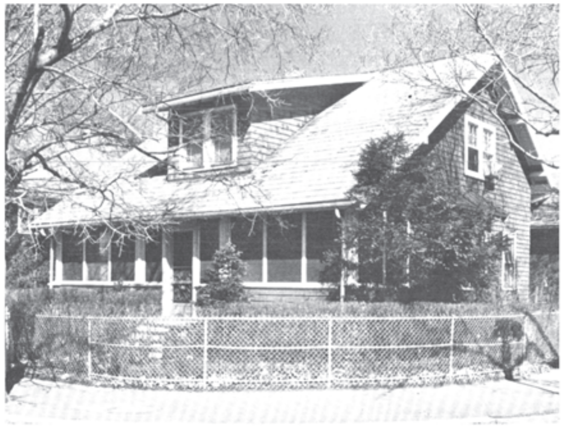




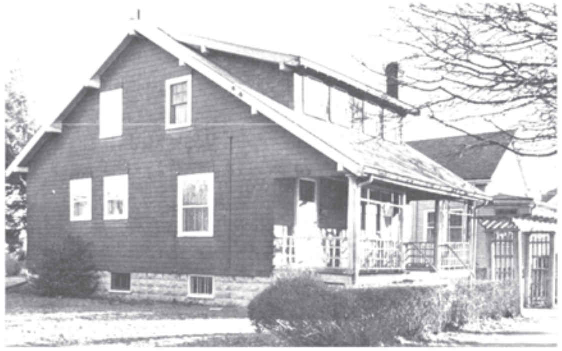
187. 15 Park Avenue, 1910, Charles H. Bartlett.



188. 610 Huron Avenue, 1914, Edward B. McGinn.



189. 385 Concord Avenue, 1915, E.S. Wells.



190. 12 Burns Road, 1920, Frank Wilbur.

191. 171 Fayerweather Street, 1930, Porter Realty Trust.

The closest relatives to the Prairie style in Northwest Cambridge can be seen in two commodious houses built on Strawberry Hill near Fresh Pond in the years before the First World War. Both 15 Park Avenue (1910; Charles H. Bartlett, architect; Fig. 187) and 610 Huron Avenue (1914; Edward B. McGinn, architect; Fig. 188) exhibit qualities of the style in the horizontal emphasis of their broad hip roofs, smooth stucco walls, and banded windows. At the same time, these houses reveal the influence of the California Bungalow in the decorative effect of their exposed structural members. McGinn's design is the more convincing of the two and shows a guarded affinity for Wright's Winslow house of twenty years before, especially in such details as the extended sill course at the second story window.

Elements of the Bungalow style appear even more markedly than those of the Prairie style in Northwest Cambridge about the turn of the century. Shingle style antecedents of the Bungalow style are evident in such Old Cambridge examples as the Buckingham School (1888-1892; Andrew, Jacques, Rantoul; see *Old Cambridge*, Fig. 324). Within the survey area unusually early evidence of the Bungalow style is found in the details of the Wyeth (now Taylor) Square Fire Station (1904; Charles R. Greco; see Fig. 250), and the Mount Auburn Branch of the Cambridge Public Library (1913; John A. Hasty) at 64 Aberdeen Avenue, originally the office of the Gale Lumber Company.

Few true California Bungalows were ever built in Northwest Cambridge as the area was largely developed with multiple family house types. However, two single-family houses in the Bay State neighborhood, 385 Concord Avenue (1915; E. S. Wells, builder; Fig. 189) and 12 Burns Road (1920; Frank Wilbur, builder; Fig. 190) illustrate local builders' adaptation of the Bungalow style derived from popular home journals like the *Craftsman*. The essential feature of both designs is the low-pitched gable roof with its long foreslope, shed dormer, and covered veranda. The materials themselves, such as the stained shingles and purlins with faceted ends exposed under the eaves, form the ornament. The natural informality of the Bungalow style is best seen at 12 Burns Road, which retains its original green shingles and a trellised pergola spanning the front walk.

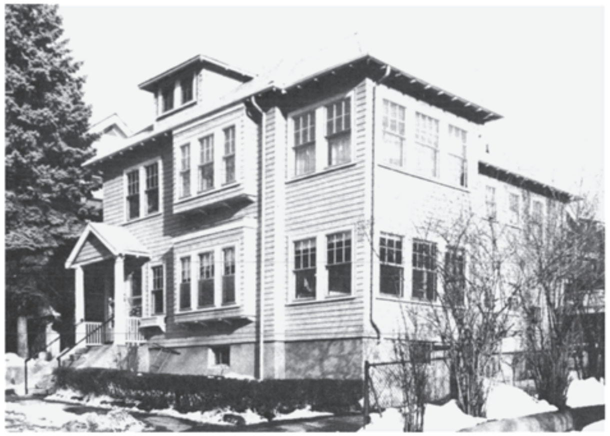
The Bungalow style in Northwest Cambridge never approached the imagination of plan or form that is found in the West or South, and its blandness became increasingly evident in the tract-built designs after the First World War. Local builders retained the traditional floor plans and restrained ornament, producing scores of such modified Bungalows as 171 Fayerweather Street (1930; Porter Realty Trust; Fig. 191).

Distinctions between the Prairie and Bungalow styles in Cambridge became blurred by the First World War, and when building resumed after the War, a synthesized style was adopted by tract builders, as inflationary costs justified the simple non-historic details. The Prairie-Bungalow features were applied to the ubiquitous two-family house throughout Northwest Cambridge during the 1920s — a low pitch gable or hip roof edged with exposed rafters; a two-story porch supported by tapered bungalow posts; triple-grouped windows lighting the principal rooms; and a set of glazed entrance doors with "geometric" detail.

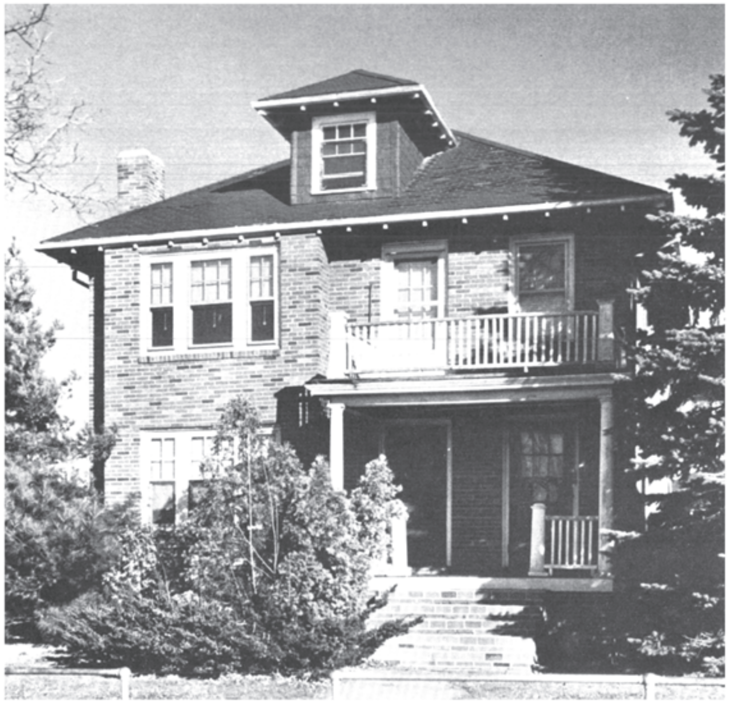
Well-built two-family houses of the Prairie-Bungalow style reveal their quality in additional features of plan and ornament. In examples like 20-22 Royal Avenue (1924; J. J. Powers Company, builder) a sun room extends the facade in a manner quite similar to early Prairie design (Fig. 192). In prominent locations brick was often used in place of wood shingles, lending a solid quality to such houses as 30-31 Alewife Brook Parkway (1928; L. O. Girard; Fig. 193).

Aberdeen Avenue offers a typical sequence of Prairie-Bungalow style two-families designed by the leading builders in Northwest Cambridge: 92-94 (1925; Ira F. Bowlby); 118-120 (1926; Dix Lumber Company; Fig. 194); and 28-30 (1928; Home Service Company; see Fig. 108). The standardization shows the effects of the post-war inflation and a loss of architectural imagination since the turn of the century.

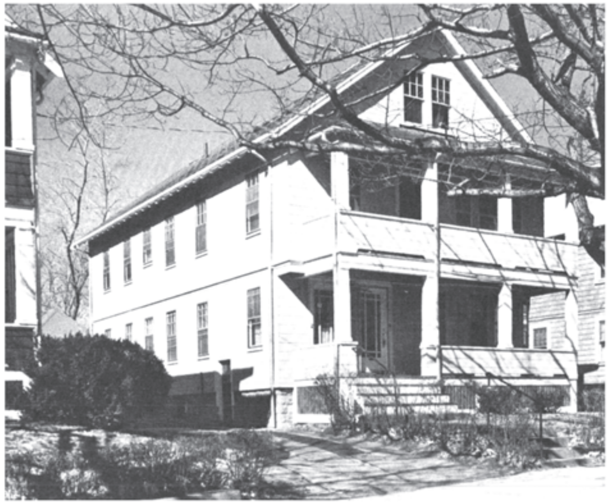
The Prairie-Bungalow style sometimes used inexpensive concrete block as the building ma-



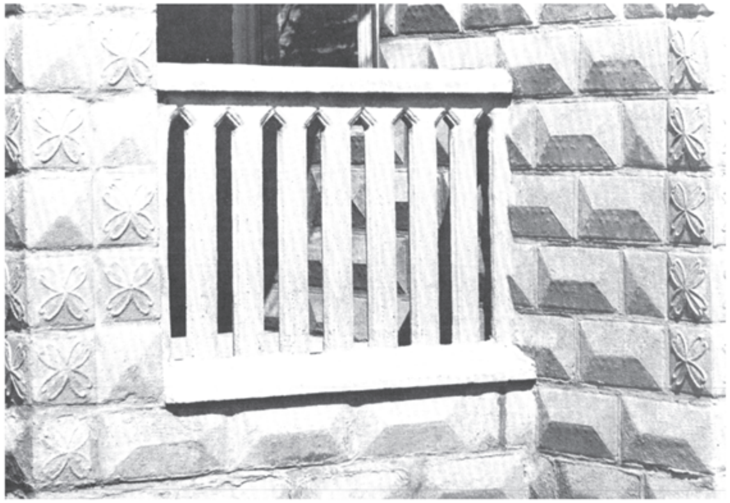
192. 20-22 Royal Avenue, 1924, J.J. Powers Co.



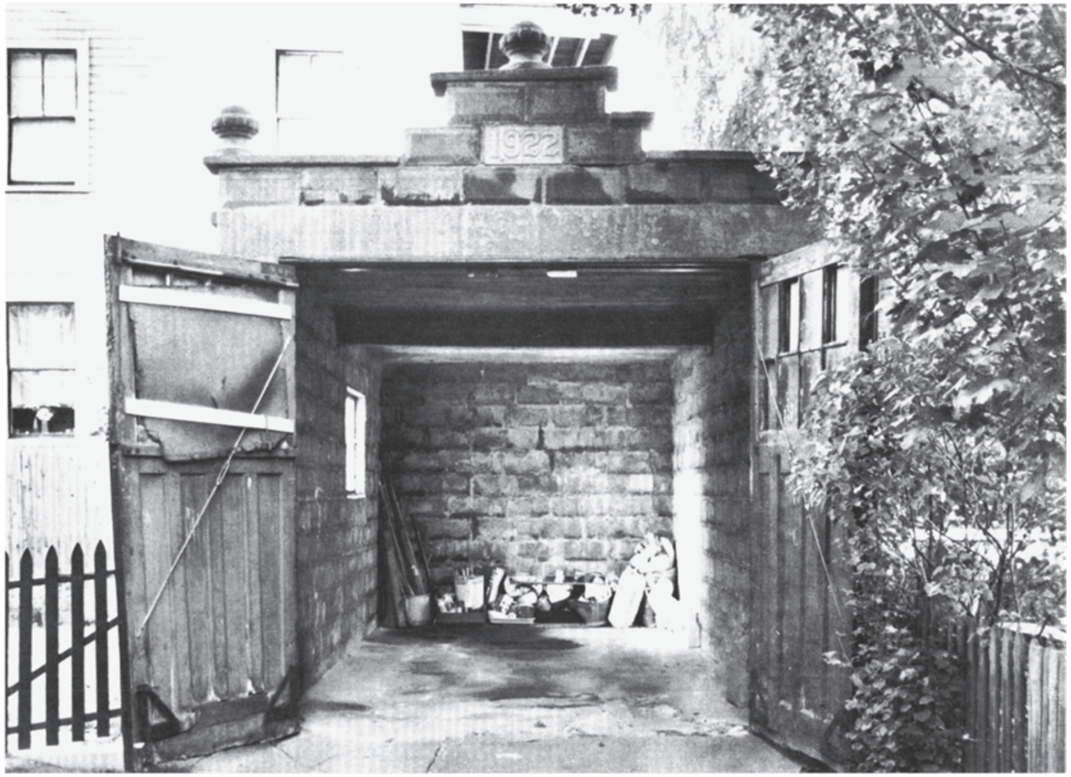
193. 30-31 Alewife Brook Parkway, 1928, L.O. Girard.



194. 118-120 Aberdeen Avenue, 1926, Dix Lumber Co.

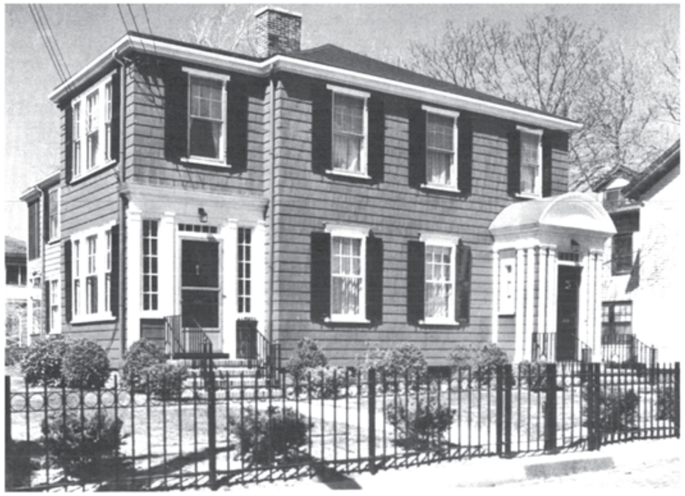


195. Porch Detail, 143 Cushing Street, 1924, James Santano.



196. Garage,
128 Garden Street,
1922. S.J. LaBaste.

197. 9-11 Hollis Street,
1923, Edward T. P. Graham.



terial. While common in the West for residential design after the First World War, the aesthetic value of concrete block was appreciated in New England only by a few vernacular builders, who often produced quite original effects. Unique to Cambridge is the concrete block two-family at 143 Cushing Street, designed in 1924 by James Santano with a delightful hand-cast floral pattern on the corners and porch piers (Fig. 195). The architectural qualities of concrete block as imitation stone are best seen in the automobile garages built throughout Northwest Cambridge during the 1920s to protect the new family car. Many had impressive parapets and declarative date blocks in the Neo-Classical manner, such as the assured example behind 128 Garden Street, designed by S. J. LaBaste in 1922 (Fig. 196).

Historic Revival

After the First World War architectural fashion in Northwest Cambridge returned to the security of the historic revival, while the post-war inflation limited home builders to those styles which made effective use of simple millwork and modest proportions. Initially, established styles were used, and the Georgian Revival and the Dutch Colonial were modified by tract builders in detail and proportion. As labor costs continued to rise and the Great Depression limited the suburban market, home builders adopted the New England Colonial Revival. Easily modeled from vernacular examples, the style continued to satisfy the popular desire for historic revival in the period after the Second World War. Most of the examples in the survey area were built in the subdivisions along Alewife Brook and the Belmont line where single family lots were still available. As a group, these historic revival styles provide a representative sample of residential architecture typical of neighboring suburban towns which, like Northwest Cambridge, developed with the automobile over the last half-century.

The Georgian Revival was the height of architectural fashion in Cambridge before the First World War. It was an extension of the Colonial Revival movement, and its immediate source was the High Georgian style found in the Tory Row mansions of Old Cambridge. The finely crafted detail and the generous proportions limited application of the style to wealthy neighborhoods; consequently few Georgian Revival houses were ever built in Northwest Cambridge. One of the more attractive designs is the two-family house at 9-11 Hollis Street (1923; E. P. Graham, architect; Fig. 197), where a Georgian motif is applied to the entry, composed of a segmental pediment supported by paired pilasters.

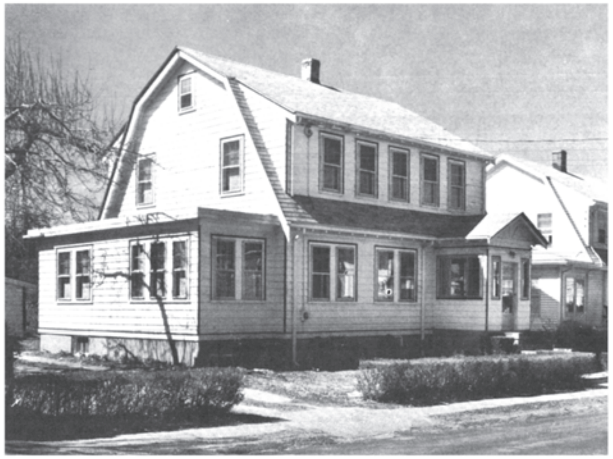
The Dutch Colonial style found favor among the home builders of Northwest Cambridge in the decade after the First World War as a historic style appropriate for modest suburban designs. Its antecedents were the 18th century farmhouses of the Hudson River Valley, which were characterized by high "Dutch" gambrel roofs. In the revival style of the early 20th century, this Dutch gambrel was pierced by a large shed dormer, which provided necessary head-room and fenestration for a full top story, much as the Mansard roof had done in the previous century.

A particularly fine example of the Dutch Colonial style in North Cambridge is 60 Rindge Avenue (1923; Albert Leger, builder), attractively maintained with its original landscaping. The heavy gambrel roof and exposed brick chimney give the house a substantial quality. Yet, this Dutch gambrel roof is merely an applied feature over a standard two-story house. More typical of the tract builder's interpretations in Cambridge Highlands is 5 Sunset Road (1929; A. Kaczor, builder; Fig. 198), where the shed dormers reveal Bungalow rafter ends. The Dutch Colonial was also used for more expensive two-family houses where the gambrel motif became simply a decorative element within the gable, as in 6-8 Muller Avenue (1930; John DeVries, builder; Fig. 199).

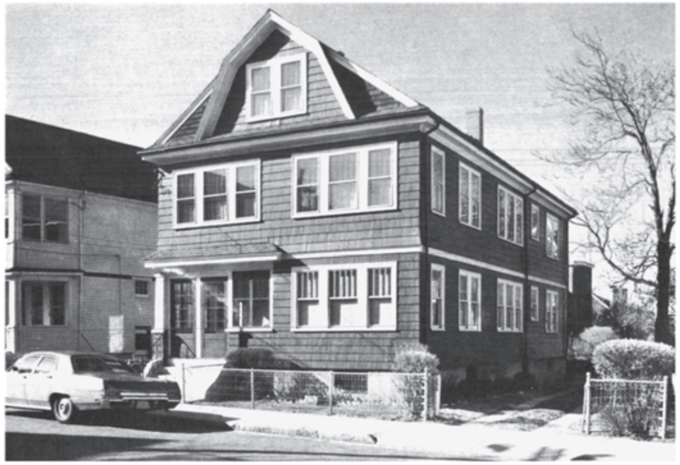
The New England Colonial Revival, distinguished from the 19th century Colonial style, emerged after the First World War as a 20th century suburban style befitting modest residential designs. The immediate historic sources were the vernacular dwellings of 17th and 18th century New England, such as the Cape Cod cottage, whose simplicity and compact massing were well suited to the higher building costs and smaller families. It was the cautious recovery from the Depression in the mid-1930s which provided the impetus for its adoption by home builders in Northwest Cambridge. The New England Colonial Revival was well established at the outbreak of the Second World War; and, when home building resumed, the style dominated the architectural identity of post-war suburbia, persisting through the 1960s.

Early examples of the New England Colonial Revival style in Northwest Cambridge show careful attention to detail and form within a diminutive scale. Two charming examples built in the middle of the Depression exemplify the style in its formative stages. The house at 146 Chilton Street was designed in 1934 by S. Bruce Elwell and is inspired by the Federal style; it has boxed eaves, a hip roof, and beautifully scaled corner quoins (Fig. 200). The design of 111 Whittemore Avenue (1936; Manning Waters; Fig. 201) imitates Medieval forms in its steeply gabled asymmetrical roof and lattice windows. The blue roof and white shingles are original, and typical, coloration for this period.

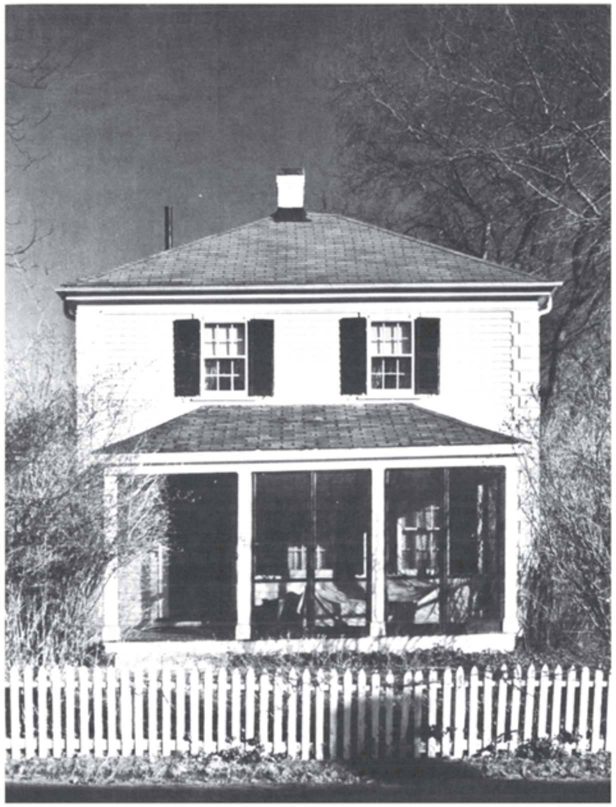
A common prototype for the New England Colonial Revival was the 17th century Garrison house with its prominent second story overhang, a form popularized by such local landmarks as the Paul Revere House (Howard House, c. 1677) in Boston's North End. Examples built before the Second World War, such as 40



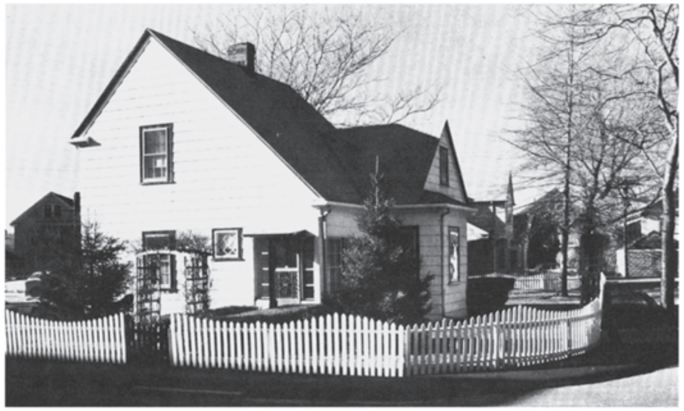
198. 5 Sunset Road, 1929, A. Kaczor.



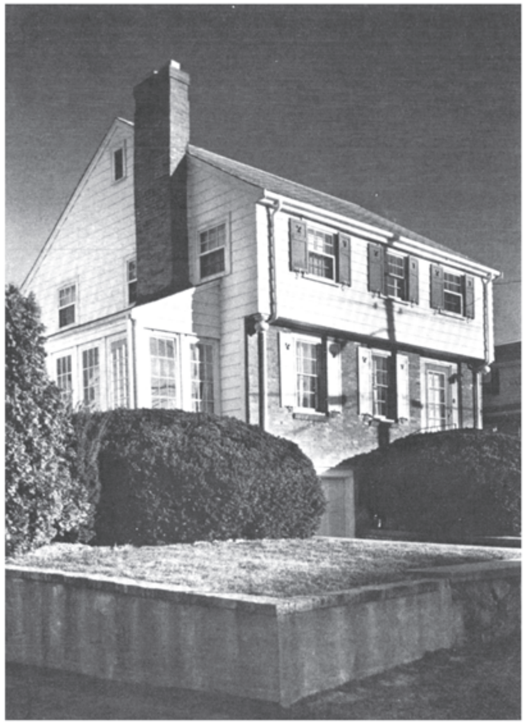
199. 6-8 Muller Avenue, 1930, John DeVries.



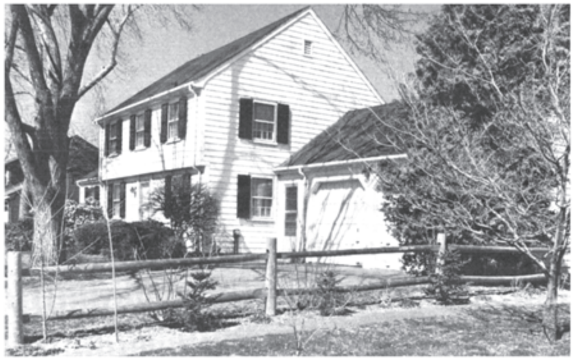
200. 146 Chilton Street, 1934, S. Bruce Elwell.



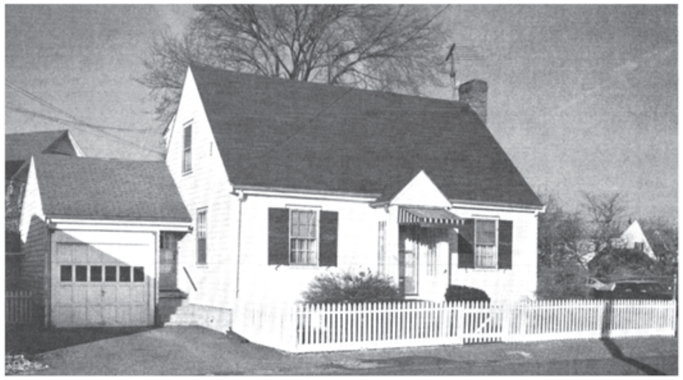
201. 111 Whittemore Avenue, 1936, Manning Waters.



202. 40 Griswold Road, 1940, C. Crowell.



203. 261 Grove Street, 1952, William P. Hooper.



204.
131 Whittemore
Avenue,
1939,
A.J. Comeau.

Griswold Road (1940; Christopher Crowell, architect; Fig. 202), display a wealth of texture and ornament on the small facade: clapboards and brick, pendants and shutters, often with a basement garage.

On the large suburban lots of the Fresh Pond Reservation the Garrison assumed the bearing of post-war prosperity, such as at 261 Grove Street (1952; William P. Hooper, architect; Fig. 203). The historic details are limited to sash windows, louvred shutters, and a lantern beside the front door. In its final conception, the Garrison overhang itself became the principal identity of the New England Colonial Revival, but the soft forms of wood were replaced by hard-edged aluminum and molded plastic, as in the example at 31 Loomis Street (1962; Northern Homes, Inc.).

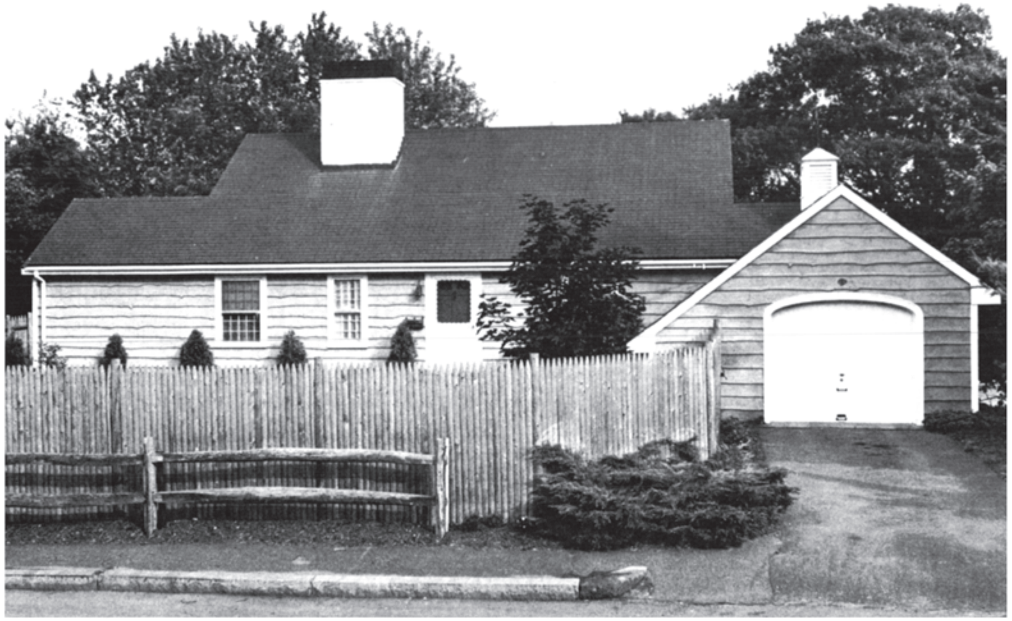
The Cape Cod cottage best expresses the traditional qualities of the New England Colonial Revival. Its gable roof and cubic form were easily adapted by tract builders who could attain a sense of historicism with few other details. In an early example at 131 Whittemore Avenue (1939; A. J. Comeau, builder; Fig. 204), the stylistic effect is evident only in the facade shutters and garage wing, which is treated as an extended ell. A similar design was used successfully by the Cambridge Housing Authority for its Lakeview units at 255 and 261 Lakeview Avenue (1949; D. C. Lovey's Company, builder), with appropriate color schemes of black on white and white on yellow with green blinds.

On a lot of sufficient size the Cape Cod house provided a rustic quality that echoed the vernacular charm of the 18th century examples. This is effectively achieved at 3 Blanchard Road (1953; Harland A. Perkins, architect; Fig. 205), where rough-cut clapboards, a massive chimney, and cupolaed garage borrow liberally from the colonial vocabulary. Even in simple designs the Cape Cod could be quite attractive, as in 11 Loomis Street (1952; James Rice, architect; Fig. 206), where the dormer windows provide light to the bedrooms in the attic story.

Modern Architecture

What is commonly understood as Modern Architecture in the United States derived many elements from two early 20th century European movements, the Art Deco style of the French Beaux Arts and the International style exemplified by the German Bauhaus. These styles themselves owed much to turn-of-the-century American industrial and residentia architecture. Both European movements utilized contemporary industrial materials such as steel and concrete in the design of residential and commercial buildings. While the Art Deco style had but mild effect in Northwest Cambridge, except in such imported examples as Sears, Roebuck & Company (see Fig. 260), Cambridge was one of the early reception points for the International style in America. Harvard University appointed Walter Gropius of the Bauhaus director of its School of Design in 1938, and several International style houses were built in Old Cambridge before the Second World War (see *Old Cambridge*, Figs. 282-286).

The functionalist aesthetic of the International style was combined with the ornamental qualities of the Art Deco and popularized as the streamlined Moderne style, expressed by the Chicago and New York Fairs of the 1930s. Cambridge produced one architect of originality in the Moderne style, William L. Galvin, a Cambridge native and Harvard graduate of 1931. By the Depression he was designing Harvard Square commercial buildings with an enjoyable Moderne flair, as at 1016 Massachu-



205. 3 Blanchard Road,
1953, Harland A. Perkins.

206. 11 Loomis Street,
1952, James Rice.

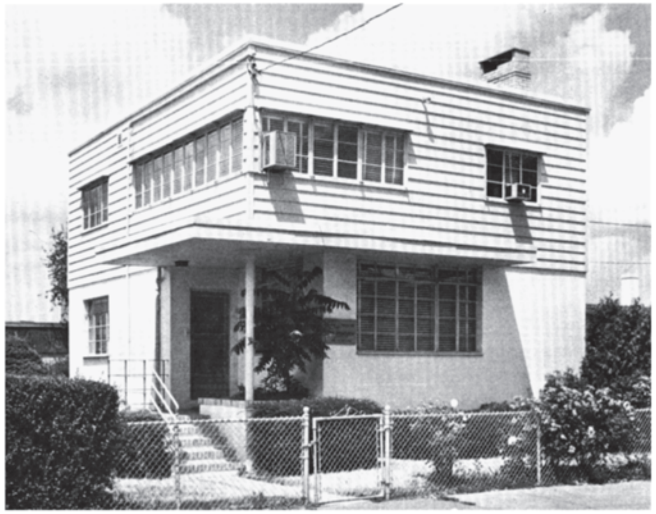
setts Avenue (1931), 23-25 Church Street (1936), and 38 Brattle Street (1938). He applied the same inventiveness to the design of apartment houses, such as 10 Forest Street (1937), and 36 Highland Avenue (1940) in Mid-Cambridge.

In North Cambridge Galvin designed a residence and dentist's office for Dr. and Mrs. Delaney in 1939 at 2161 Massachusetts Avenue (see Fig. 183). The basic composition follows the strictures of the International style to advantage, using pure geometric forms in smooth brick curves at the entrance vestibule and crisp metal edges for corner casement windows. The entrance shows a touch of the Art Deco in the rippled motif of curved bricks defining the door frame and in the latch handle with its linear edges. Contemporary lights have sympathetically replaced the original fixtures.

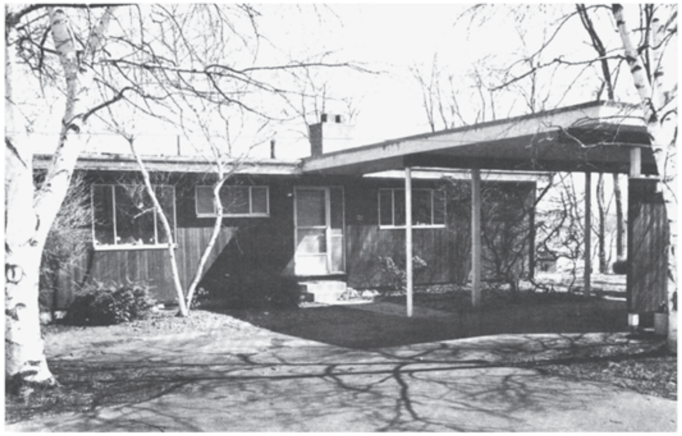
A vernacular interpretation of the International style can be seen at 49 Bay State Road (1949; G. D. Solberg), where the unembellished form, industrial materials, and tropical colors create an exotic oasis behind the Fresh Pond Shopping Center (Fig. 207). It is now the offices of *Sky and Telescope* magazine, but it was originally a residence.

Eventually the pure geometry of the International style was found too severe for the American image of residential form, and the European aesthetic was modified by adapting native elements of material and design. Two "modern" houses in Northwest Cambridge illustrate the response of local architects to the International style in the decade after the Second World War. Both 288 Walden Street (1948; Arthur Brooks) and 7 Blanchard Road (1953; Stanley Myers; Fig. 208) show sensitivity to New England materials in their use of wood siding, while retaining the International style motifs of flat roof and strip windows, and in the slender columns of the open carport.

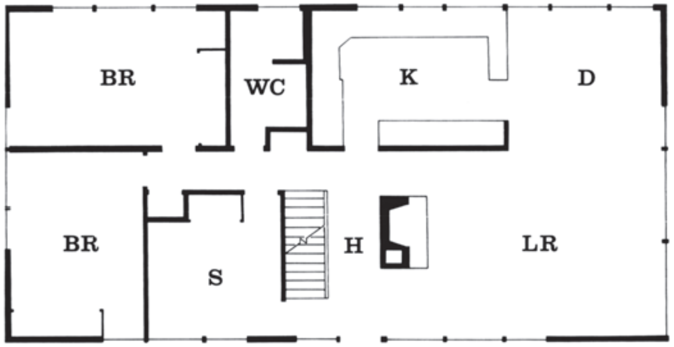
Among the first to translate the International style into the vocabulary of traditional New England architecture was Carl Koch, a Harvard graduate of 1937 and an early associate of Gropius at the Graduate School of Design. Working with the landscape architect Christopher Tunnard in 1940, Koch designed a group



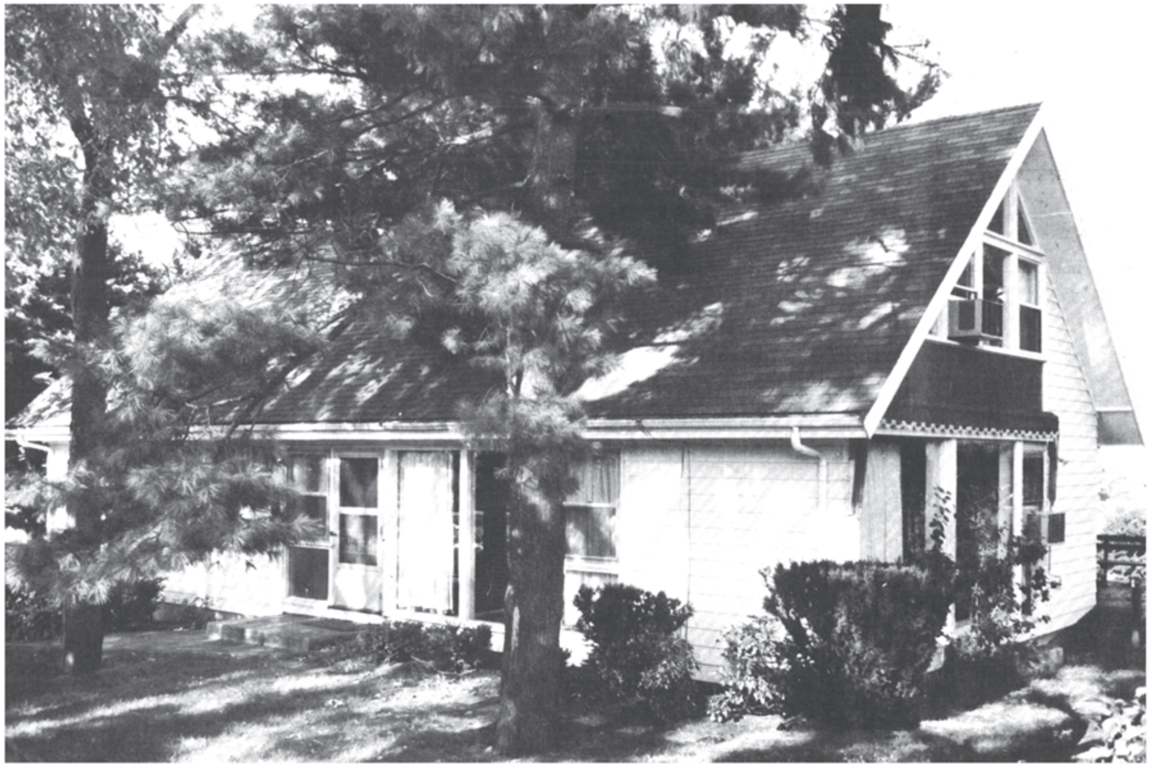
207. *Sky & Telescope,*
49 Bay State Road,
1949, G.D. Solberg.



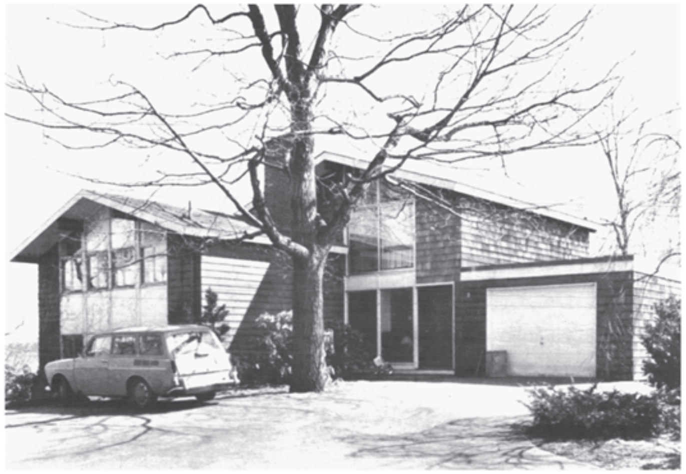
208. 7 Blanchard Road, 1953, Stanley Myers.



209. First Floor Plan, Crane House, 219 Grove Street, 1952, Carl Koch.



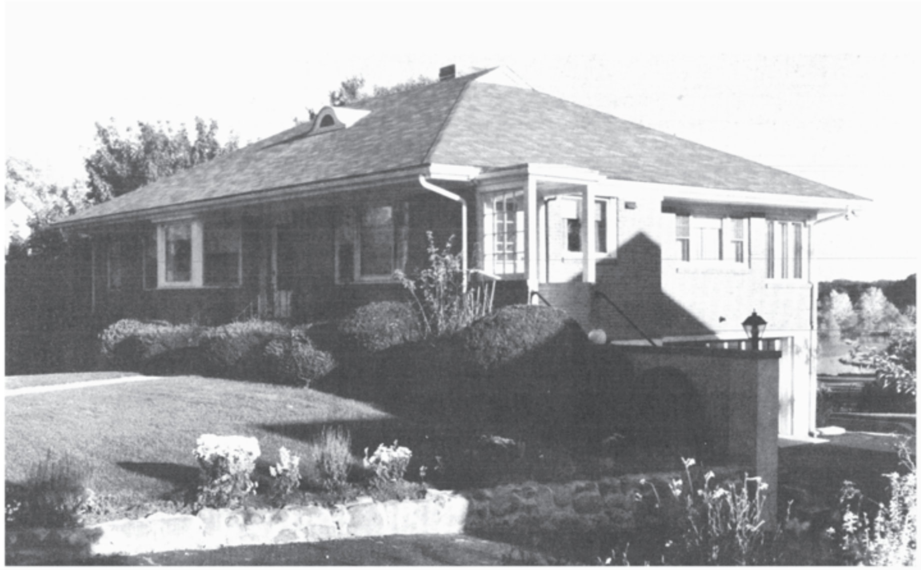
210. Crane House, 219 Grove Street, 1952, Carl Koch.



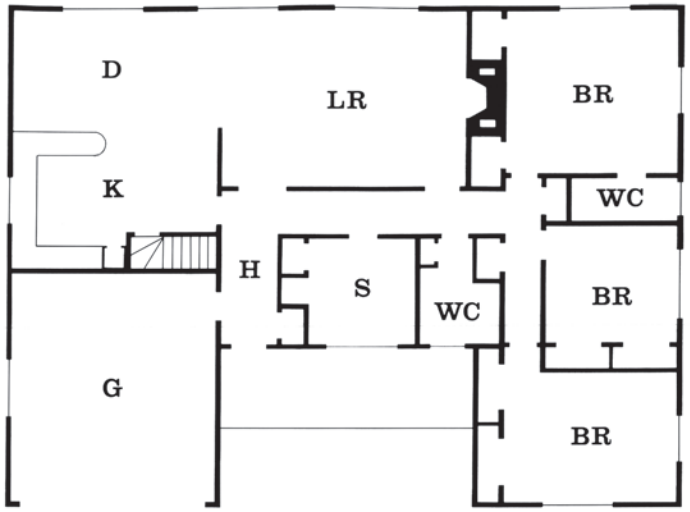
211. 12 Blanchard Road, 1958, Techbuilt, Peter White.

of houses on Snake Hill Road in Belmont which combined traditional wood materials and familiar pitched roofs with the natural rock formations of the site. Koch designed several Cambridge houses in this manner after the Second World War (see *Old Cambridge,* Fig. 40). Two examples were built on the Fresh Pond Reservation, where the sloping site and mature trees provided an attractive setting for the architect's naturalistic style. The house for Cambridge Mayor Edward Crane at 219 Grove Street, designed in 1952, expresses all the elements of Koch's adaptation of the International style in New England. The complex interlocking of interior and exterior space which characterized Koch's early work, as in 4 Buckingham Street of 1937 (see *Old Cambridge,* Figs. 283, 284) has here been tightened into a firm rectangular plan where the flow between the house and its environment is provided by sliding glass doors (Fig. 209). The Crane house can be considered a prototype for Koch's prefabricated Techbuilt designs, developed the next year. A broad gable roof defines domestic scale, wood shingles express native materials, and colored wall panels provide a decorative accent to the simple form (Fig. 210).

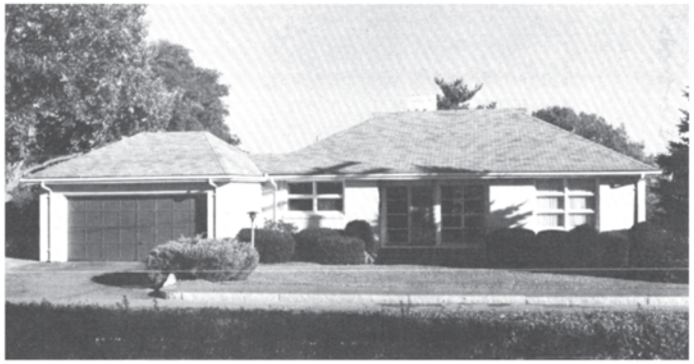
The Techbuilt house at 12 Blanchard Road, designed for the Koch firm in 1958 by Peter White, demonstrates the maturity of the prefabricated modular design (Fig. 211). The gable roof now gently slopes in the Ranch manner, the shingles remain unpainted to weather naturally, and the window panels have been broadened into elements of the wall surface. The total effect is one of relaxed style, with a variety of textures and a simplicity of form which echoes the purity of the Bauhaus.



212. 2 Blanchard Road,
1953, Harland A. Perkins.



213. First Floor Plan,
11 Blanchard Road,
1954, George Reynolds.



214. 5 Blanchard Road,
1955, James Rice.

Contemporary American

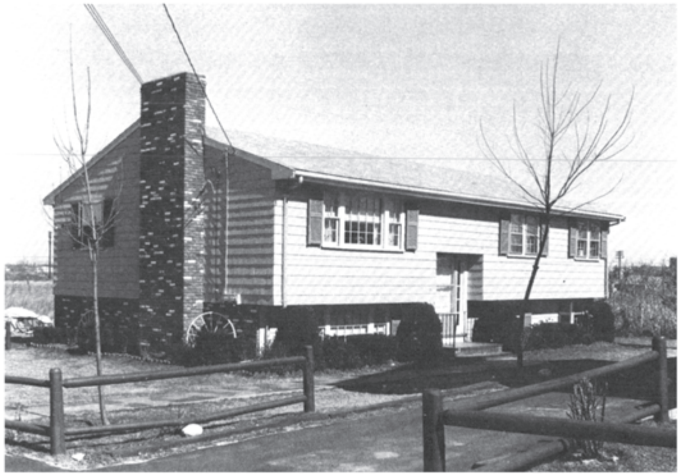
Since the end of the Second World War, two architectural styles, the Western Ranch and the Neo-Mansard, have been imported to Cambridge in the same manner as the Prairie and Bungalow styles earlier in the century. Both were suburban in conception, and found a responsive environment in Northwest Cambridge, which has a number of representative examples of each style.

The architectural source of the Western Ranch style was the Spanish Colonial ranch house of Central California, a single-story dwelling of adobe or board and batten construction arranged in a courtyard plan with encircling verandas. The informal quality of the California Ranch house inspired a revival movement in San Francisco after the First World War. Led by William W. Wurster, the movement combined the Bay Area Tradition of redwood construction and the functional logic of the German Bauhaus with the open plan of the Midwest Prairie style. By the mid-1930s Wurster and his colleagues had designed a number of Ranch style houses around San Francisco, characterized by their flowing single-story plans, expansive walls of wood and glass and broad sheltering roofs.

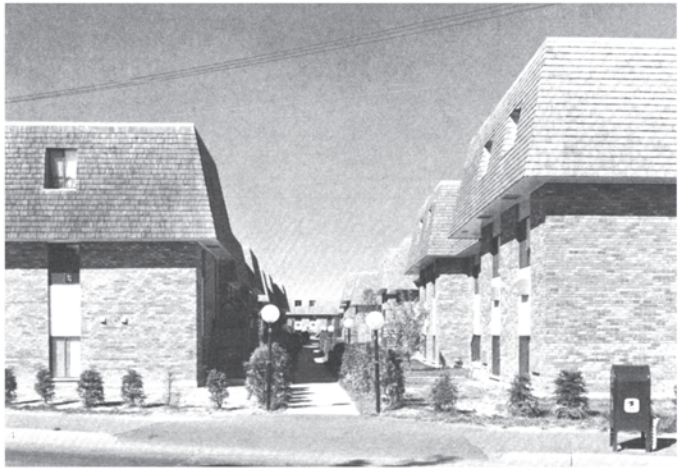
The California Ranch style reached the East Coast after the Second World War, popularized through builders' magazines and home journals. In translation, the natural wood was replaced by veneered brick and the Ranch style was adapted into the vernacular. Consequently, the Ranch style became identified as popular suburban architecture. Paradoxically, Wurster was teaching at M.I.T. (1943-1950) just as the first examples were being built in the Boston area.

Had it not been for the subdivision of the Fresh Pond Reservation in 1951, the Ranch style in Cambridge would have been limited to a few small contractor's examples. The Fresh Pond lots provided generous sites which allowed for full expression of the expansive ranch plan. With the final development of single-family lots in Northwest Cambridge during the 1960s, the Ranch style was absorbed into multiple family design and has only recently faded from the builder's vocabulary.

When designed by a competent architect, the brick Ranch could attain a quiet assurance



215. 27 Normandy Terrace, 1966, John C. Danielson.



216. Briston Arms,
247 Garden Street,
1971, John DeLoria.

that expressed the suburban prosperity of the post-war period. This is seen in 2 Blanchard Road (1953; Harland A. Perkins, architect; Fig. 212), where the large windows form a nearly continuous band set beneath a broad hip roof, with strong horizontal proportions reminiscent of the Prairie style. Here the graded slope is utilized to provide a ground level basement story with a garage and recreation rooms which overlook Fresh Pond, a solution found in most of the houses on Grove Street and Blanchard Road.

While brick was the popular material for Ranch homes in the 1950s, there was some attempt by local builders and architects to use the natural wood effects of the California tradition, as seen at 10 Blanchard Road (1953; Henry J. Moulton, builder), which uses vertical board siding, sliding glass windows, and an open carport. In the same vein is the U.S. Steel demonstration home at 180 Garden Street (1953; Alfred Jackson, architect), built of prefabricated plywood, producing a crisp design that was a decade in advance of tract standards.

The ultimate expression of the Ranch style was a single-story plan which adjusted to suburban needs: a garage wing attached to an L-shaped living area, creating a center entry courtyard or "U" arrangement after the colonial models. In suburban California, the courtyard often turned inward for the privacy of a barbeque patio or swimming pool, but in Northwest Cambridge the courtyard plan faced the street in the traditional suburban manner, displaying a well-cropped lawn and a carefully appointed living room window. Several large Ranch houses were designed in this fashion overlooking Fresh Pond, such as 11 Blanchard Road (1954; George Reynolds, architect; Fig. 213), where the main entry centers under wide projecting eaves. The most satisfying Ranch designs were produced on the extended "U" plan, in which the alternating volumes of smooth brick walls, large clear windows, and restrained detail created a quality of handsome repose, as in the examples at 5 Blanchard Road (1955; James Rice, architect; Fig. 214), 0 Blanchard Road (1957; Palmquist and Wright, architects), and 191 Grove Street (1960; C. Harry Jackson, architect).

The most recent development of the Ranch style is evident in the two-family split-level designs in which the garrison motif of the New England Colonial Revival is combined with the linear proportions of the Ranch plan. The result is one of precise details, neat volumes, and strong textures as seen in the rusticated example at 27 Normandy Terrace (1966; John C. Danielson, architect; Fig. 215) and the reserved design at 216-218 Harvey Street (1972; Northern Homes).

The Neo-Mansard style developed during the early 1960s in the rapidly expanding suburbia of metropolitan Texas and Florida. Here a contrived historicism was employed to create a stylistic atmosphere for the garden apartments and private subdivisions which fringed Houston and Miami. It was found that the clear trapezoidal form of the "French Provincial" Mansard roof seemed to provide a domestic scale and secure form to the barren edges of the apartment blocks and tract houses. Unlike the 19th century Mansard, the "roof" of the Neo-Mansard was merely an extended cornice framed over the concrete block bearing walls and textured with artificial shingles.

The Neo-Mansard style was adopted by East Coast suburban apartment builders in the mid-1960s, and initial indications of the style in Northwest Cambridge can be seen in the reserved shingle cornice of the apartment building at 20 Hubbard Avenue (1968; Bernett Berliner, architect). Fully developed Neo-Mansard garden apartment complexes of the type that are increasingly familiar in the peripheral suburbs of Boston can be found in two Northwest Cambridge examples: Briston Arms at 247 Garden Street (1971; John A. DeLoria, architect; Fig. 216) and 30-32 Normandy Avenue (1973; John C. Danielson, architect). Both achieve an effective design through the use of alternating bays and balconies defined by the raked mass of the shingled Neo-Mansard cornice.

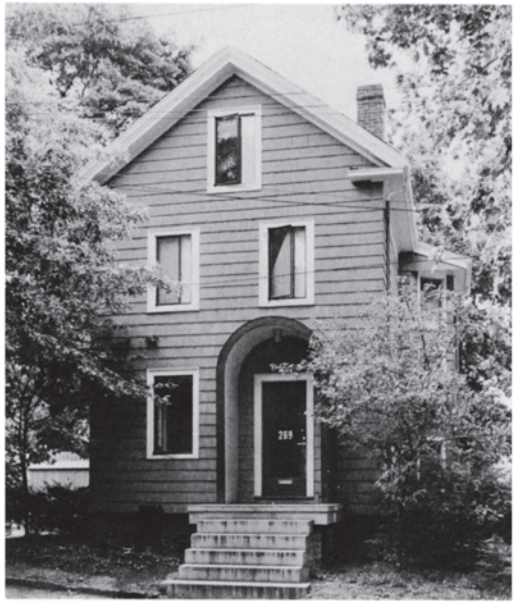
Recent Trends

Since the final suburban subdivisions in Northwest Cambridge were made in the early 1960s, the expression of recent architectural styles has been made through the remodeling of existing houses. The expansion of the Harvard Square community has brought the currents of contemporary stylistic trends over the threshold of Reservoir, Observatory and Avon Hills into Northwest Cambridge, where a score of examples can be seen on the Huron Avenue backslope. The designs are primarily the work of young Cambridge-trained architects, and they express a concern for privacy that reflects the changing character of the area.

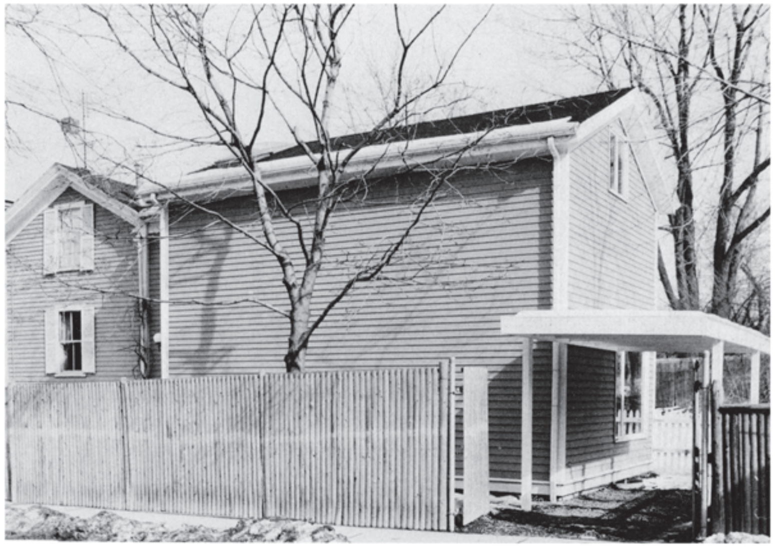
The initial remodeling approach by architects in Northwest Cambridge was to modify existing houses in sympathy with their inherent plan and form. The attitude is best exemplified at 269 Upland Road, remodeled between 1964 and 1967 by Brett Donham (Fig. 217). The house was originally a suburban center-hall plan of early Bracketed style, moved to its present site in 1896. The mid-19th century facade has been carefully screened behind an attractive wooden fence so that only the gable end is visible from the street. The effect is Mediterranean in the private insular tradition brought from Spain to Cambridge by Jose Luis Sert in 1953, when he succeeded Gropius as director of the Harvard Graduate School of Design. The gable facade is treated as an abstract background for the street entrance, which shows obvious reference to Iberian forms in its vaulted hood and blue door. In similar manner, the subtle patterning of shingles and boards lend a medieval tone to a Queen Anne side-hall at 34 Sherman Street (1891, 1966; Perry S. Prince, architect).

The diminutive brickyard workers cottages which cluster near Garden and Sherman Streets have also been respected, providing architectural inspiration in remodeling efforts. The scale and massing of the mid-19th century original is repeated to provide additional room, creating charming compounds at 30 Donnell Street (1858, 1968; Samuel E. Mintz, architect); 40 Bellis Circle (1852, 1969; Wilson Rains, architect); and the highly sensitive arrangement at 20 Sherman Street (1871, 1969; Constance Hsia, architect; Fig. 218).

The expression of the contemporary Shed style with its bold diagonals and counterpointed "shed" roofs can be seen in several recent additions to older houses, such as 85 Chilton Street (1967; Donald Stull, architect) and 283 Upland Road (1970; Thomas M. Payette, architect). The most complete statement of the Shed style thus far is 21 Sherman Street, in which the original workers cottage of 1893 was stripped to its frame and entirely redesigned by Fenton Hollander in 1972 (Fig. 219). The remodeled house displays the Shed style features with great skill: the recessed entrance and narrow windows reveal the insularity of Mediterranean sources; the crisp massing and subtle details echo the functionalism of the International style; while the wood shingles show an appreciation of the native Shingle style.

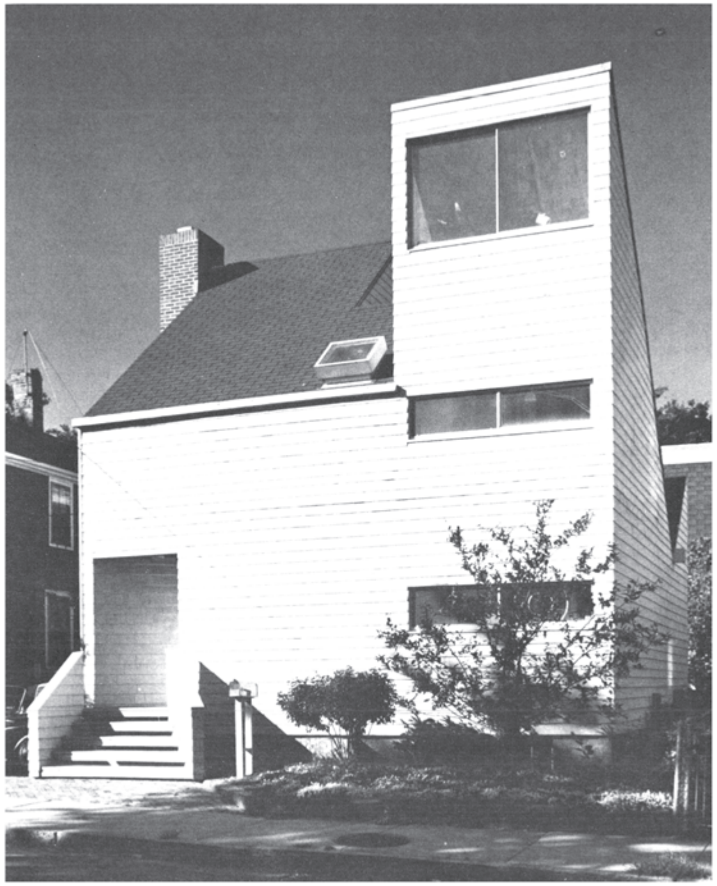


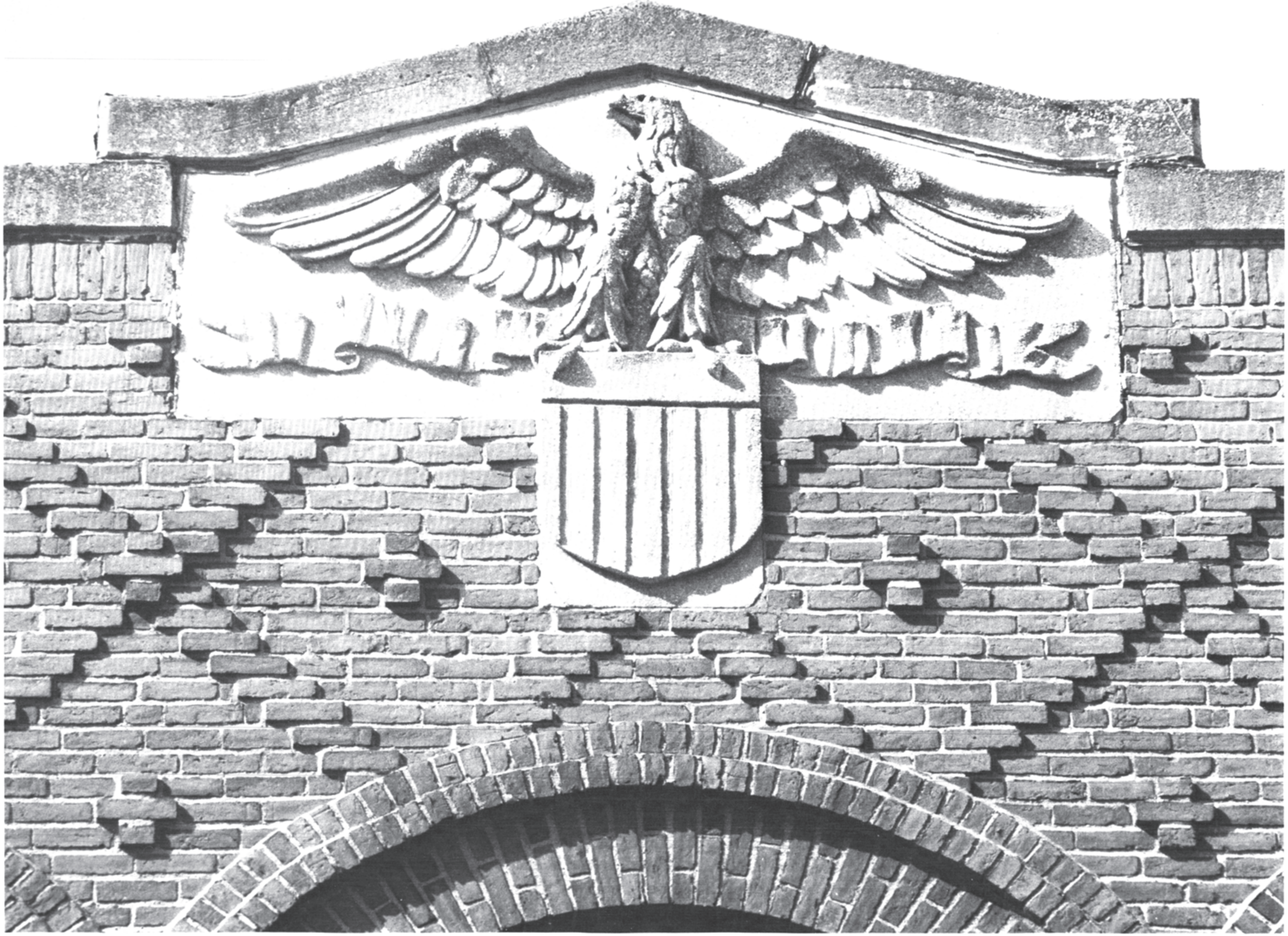
217. 269 Upland Road, Mid-19th Century. Remodeled, 1964-1967, Brett Donham. Moved in 1896.



218. 20 Sherman Street, 1870-1871. Remodeled, 1969, Constance Hsia.

219. 21 Sherman Street, 1893. Remodeled, 1972, Fenton Hollander.





220. Parapet Detail, Haggerty School, 124 Cushing Street, 1914, Edward T.P. Graham.

4

Non-Residential Architecture

Civic Architecture

As an expanding area in a flourishing city, Northwest Cambridge received its complement of civic buildings. These reflected pride in suburban institutions: schools and churches, fire and police stations, fraternal clubs and organizations. They also met the municipal needs of the urban fringe: housing for the poor and elderly, hospitals and park shelters, water works and stables. While well-to-do congregations and clubs hired noted architects to provide them with buildings of the latest style, municipally funded buildings were designed by civic architects; they were noticeably more conservative but no less impressive statements of the City's prosperity.

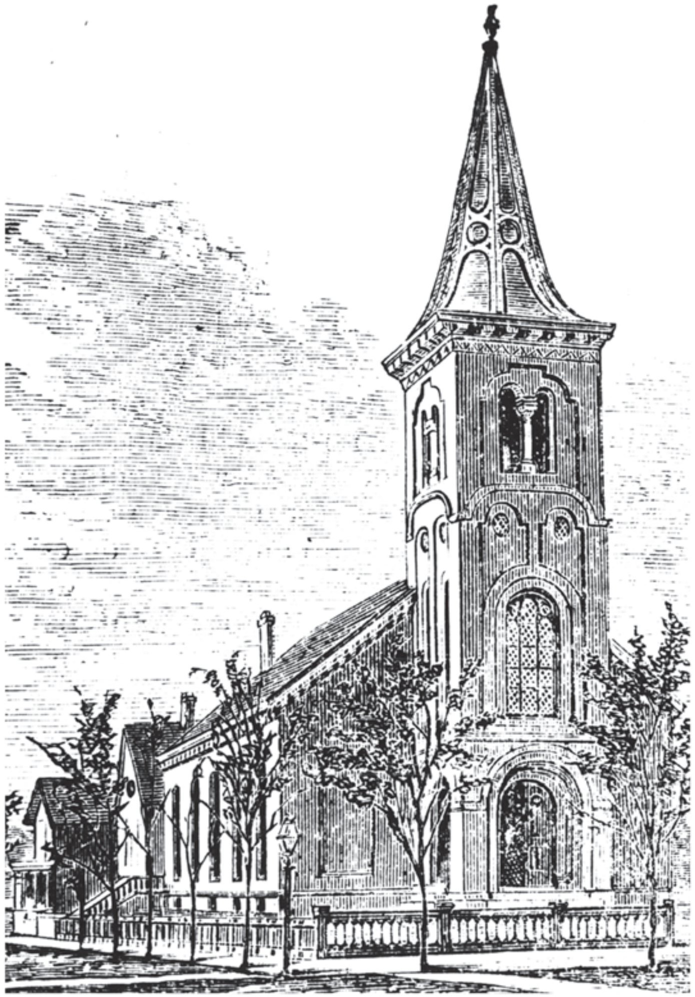
Churches

The history of church building in Northwest Cambridge fits the pattern of many suburban communities. The earliest congregations were usually offshoots of groups already established in adjoining centers (in this case, Old Cambridge). These new congregations first met for worship in temporary, often rented, quarters, and later erected small wooden churches which were sometimes moved to a new location and enlarged, or attached to a new building to function as an auxiliary chapel. Finally, they erected handsome permanent edifices when a growing membership permitted. In Northwest Cambridge, the first phase began around 1845, and the second a decade later, while the building of monumental churches had to wait until the 1880s, when the population of the area had increased sufficiently.

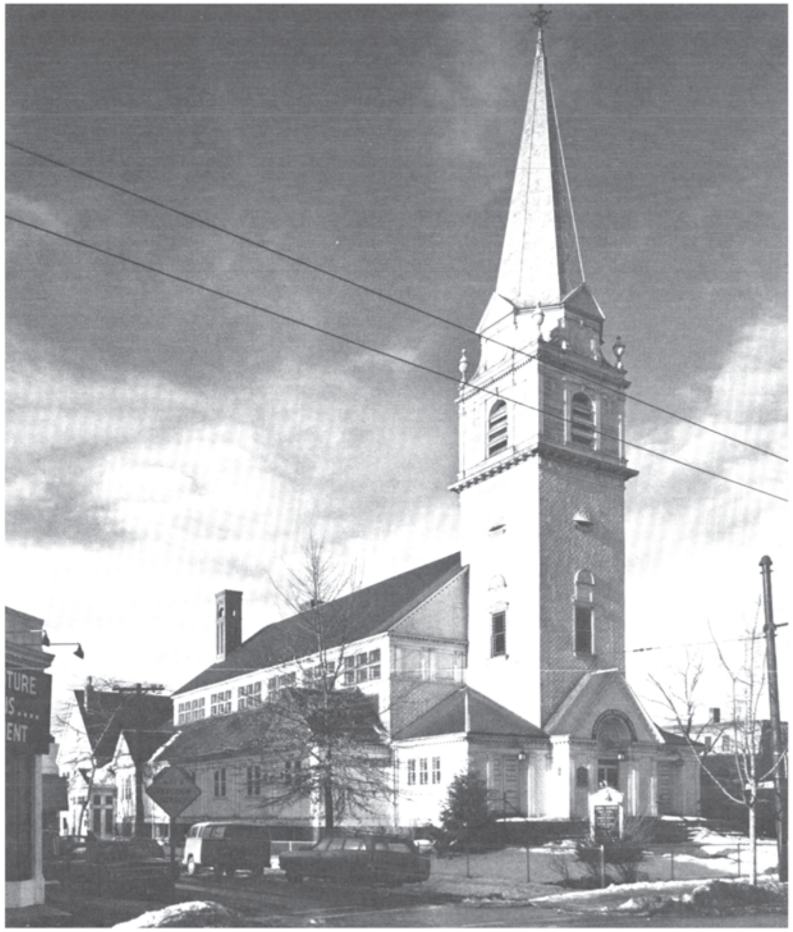
The Protestants were the first to erect church buildings, and these were clustered near Porter Square. After 1900, three large Catholic churches were erected on outlying sites. The 20th century also saw the founding of small congregations of fundamentalists and other groups, but their building programs were modest, often entailing the remodeling of a secular building.

The first group to organize in the area was the Baptists. Founded as the North Avenue Sabbath School in 1846, they met first in the Winthrop school house, but were ousted by the city when it was pointed out that this use of a public building violated the separation of church and state. This action moved the congregation to construct a small wooden chapel in 1852 at 2114 Massachusetts Avenue opposite the present Baptist Church. The somewhat Gothic appearance of the facade of the chapel was modified when it was moved across the street and attached to the rear of a second, larger church, designed in 1854 by Alexander R. Esty (Fig. 221). The composition followed the "Norman" style the architect had used in the Prospect Congregational Church of 1851 (see *Mid Cambridge*, Fig. 40), although here the Romanesque features were handled in wood rather than brick. By 1885, when yet larger quarters were required, the second church was moved 12 feet to the north, raised 8 feet, and extended 20 feet to the rear to form a large auditorium seating 700 people. Aisles and vestibules were added to the sides and front of the church, the tower was enlarged and heightened, and an extensive addition at the rear contained church parlors, offices, and a nursery. This final version was designed by Van Brunt and Howe, successor firm to Ware and Van Brunt.

Although somewhat neglected in anticipation of the congregation's move to new quarters, the present building is one of the finest surviving wooden church structures in greater Boston. Contrasts in texture emphasize differences between the shingled "skin" of the building and articulated areas at corners, eave lines, and around openings. The architects did not allow the ease with which the surface enrichment could be achieved to confuse the design. Although the architects were faced with remodeling an earlier structure — always a difficult chal-



221. North Cambridge
Baptist Church,
2114 Massachusetts Avenue,
1854, Alexander R. Esty.
Lithograph, 1885.

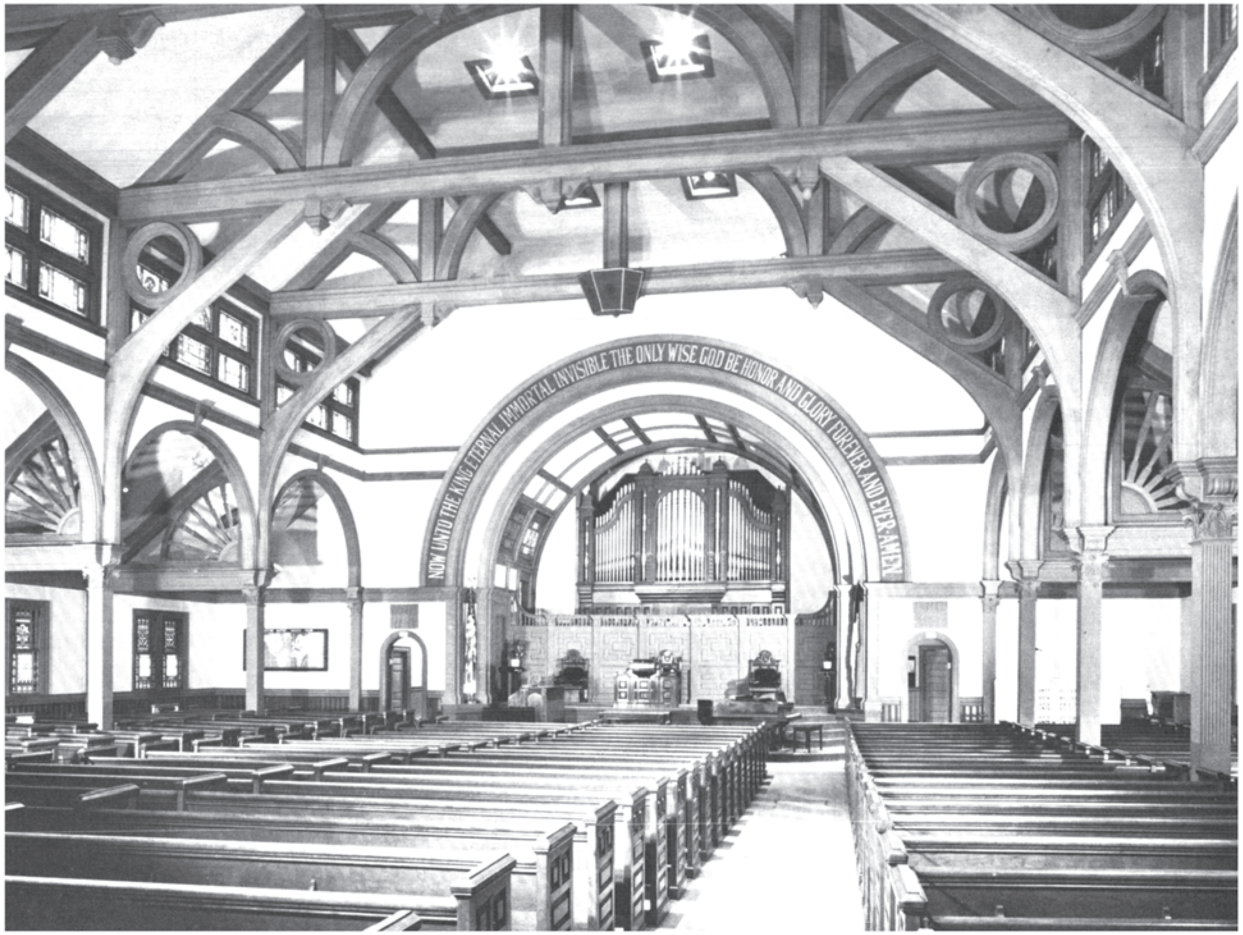


222. Cornerstone Baptist Church,
formerly North Cambridge Baptist,
2114 Massachusetts Avenue,
1854. Remodeled 1885,
Van Brunt and Howe.

lenge — their building makes a remarkably clear statement of function. The tall and handsome tower commands the stretch of Massachusetts Avenue on which it stands and focuses attention on the building (Fig. 222). This feature is unusually felicitous, with its deep-set arch enclosing the central entrance, and the transition from square tower to octagonal spire is handled with unusual grace. The ornament here achieves an easy and notably early fusion of Queen Anne imagination and Classically-derived detail. Despite the beauty of the tower, it is the sanctuary that dominates the composition with a firmly defined clerestory rising above the surrounding roofs. The fenestration of the clerestory is calm and uniform, and the paired pilasters separating its bays are repeated on the exterior walls below.

The interior space, finish, and furniture are especially fine and unchanged (Fig. 223). The tall nave is lighted by a continuous band of clerestory windows, filled with richly colored glass arranged in Queen Anne patterns. There are no galleries. Side aisles with exposed inclined ceilings are separated by graceful wooden arches carried on slender posts, the framing members of the 1855 edifice; these are sheathed in beautiful butternut paneling and capped with crisply carved capitals (Fig. 224). The same wood forms a paneled screen that separates the pulpit area from the choir and organ alcove behind it. The cherry wood pews are nothing less than sumptuous; the same is true of the magnificent pulpit desk, chairs, and offering table, all presumably designed by the architects Van Brunt and Howe.

The Third Universalist Church, designed by the earlier firm of Ware and Van Brunt, stood at the northwest corner of Massachusetts Avenue and Porter Road (Fig. 225). It was constructed of brick in 1875 and demolished in 1955. Since the lot was small, the architects had to design vertically, placing church parlors at ground level, the sanctuary a full flight above, and galleries still higher. Although the overall feeling of the building was somewhat cramped, the projecting bell tower terminating in a gabled roof was


NOW UNTO THE KING ETERNAL IMMORTAL INVISIBLE THE ONLY WISE GOD BE HONOR AND GLORY FOREVER AND EVER-AMEN

223. Interior, Cornerstone Baptist Church.

224. Interior Detail,
Cornerstone Baptist Church.

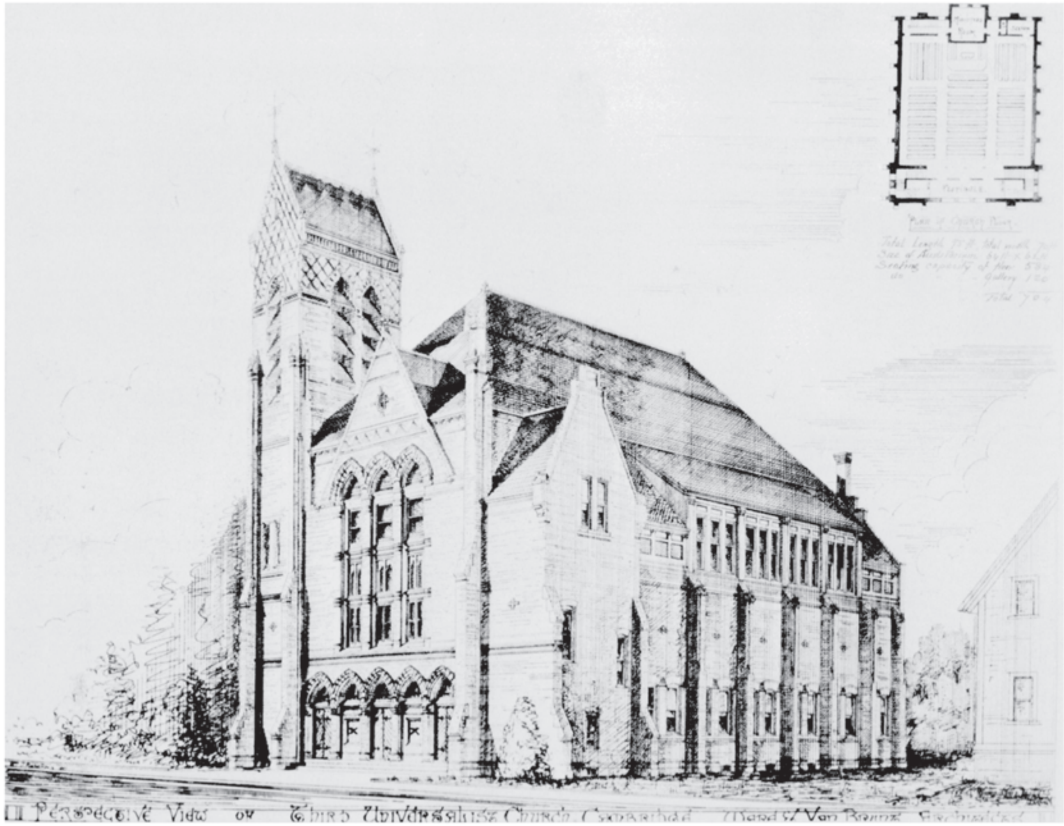
quite handsome and resembled the tower of St. Stephen's Church, Lynn, designed by the same architects in 1879.

In 1851, the Allen Street Congregational Society commenced work on an edifice at the corner of Orchard and Allen Streets. The work of Melvin and Young, designers and builders who did many of the fine houses on Dana Hill in Mid Cambridge, the most conspicuous feature of this church was a 138-foot spire. In 1865 the wooden edifice was destroyed by a fire that ravaged a large area of Cambridge and Somerville near Porter Square, and no picture of it has been found. This is regrettable because the work of these designers which does survive is well done.

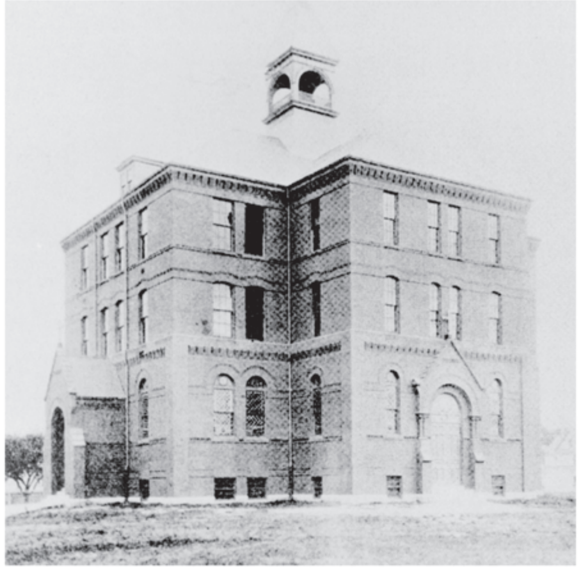
In 1865 the congregation erected a new building at 14-20 Allen Street on the site of a previous church destroyed by fire. The Society disbanded in 1869, but the central structure still stands, shorn of all its churchly trimmings and converted into apartments.

The St. James Episcopal Congregation was brought together in 1864 by a retired clergyman, and first met in rented quarters in an old drill hall over a grocery store on Russell Street. By 1871, the group was large enough to erect a modest wooden chapel on Beech Street, just north of the present church, but it was soon discovered that the building had been built partially on adjacent property. The owner of this land refused to sell the strip of land on which the church sat, but was willing to part with the entire parcel. Thus, in 1885, the congregation acquired its present site at 1991 Massachusetts Avenue, including the Davenport Tavern which had stood there since 1757. By 1888, the group was ready to undertake the construction of the present building, although this necessitated moving one section of the tavern to 81 Eustis Street, Somerville, and demolishing the remainder. Much of the funds for the new building came from parishioners who lived in Old Cambridge, and included a very large gift from Mary Longfellow Greenleaf, sister of the poet and resident at 76 Brattle Street.

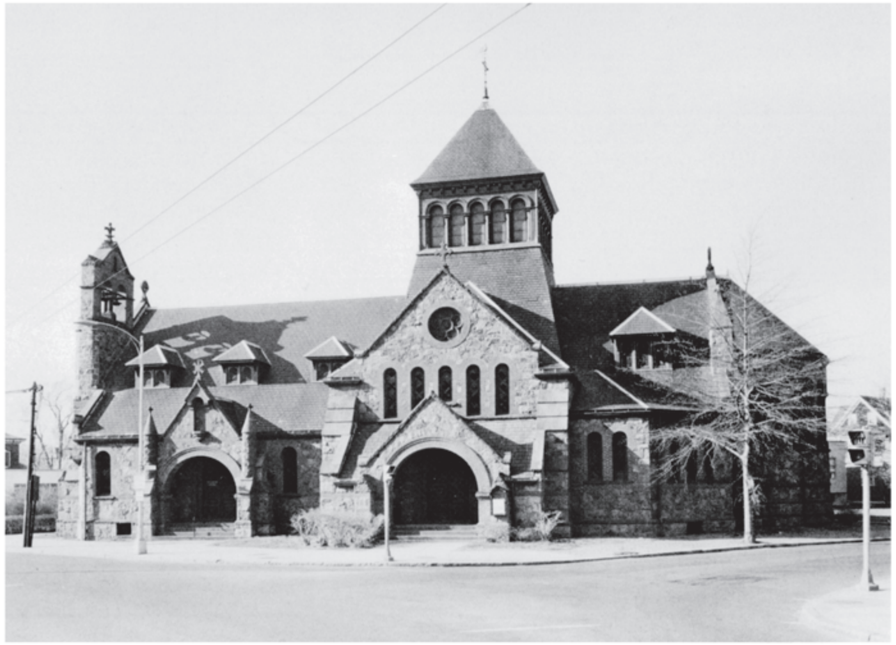
The design of St. James is a good late example of Richardson Romanesque and is the work of Henry M. Congdon, an architect from New York City. It has a commanding presence because of its unusual site and fine materials (Fig. 226). The principal view is a side elevation seen from the south as one proceeds north on Massachusetts Avenue from Porter Square. The composition is deliberately picturesque, and suffers from an overabundance of architectural elements: a crossing tower, a belfry, slate roofing, dormer windows of different sizes, a transept, two side entrances with separate and


Perspective View of Third Universalist Church Cambridge
Van Brunt

225. Third Universalist Church, later First Armenian Evangelical, 1924 Massachusetts Avenue, 1875, Ware and Van Brunt. Demolished 1955. Architect's drawing 1875.



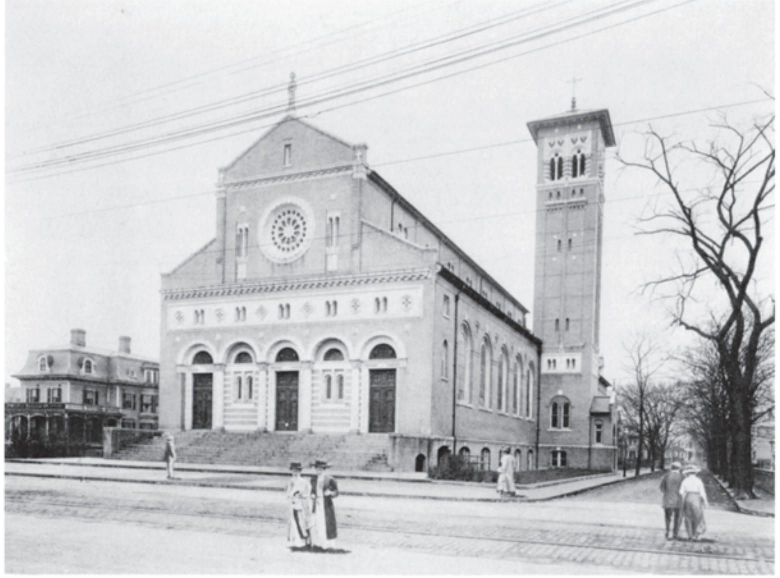
227. St. John's Church and School, 122 Rindge Avenue, 1891, Patrick W. Ford. Demolished 1959. Photo about 1895.



226. St. James Episcopal Church, 1991 Massachusetts Avenue, 1888, Henry H. Congdon.

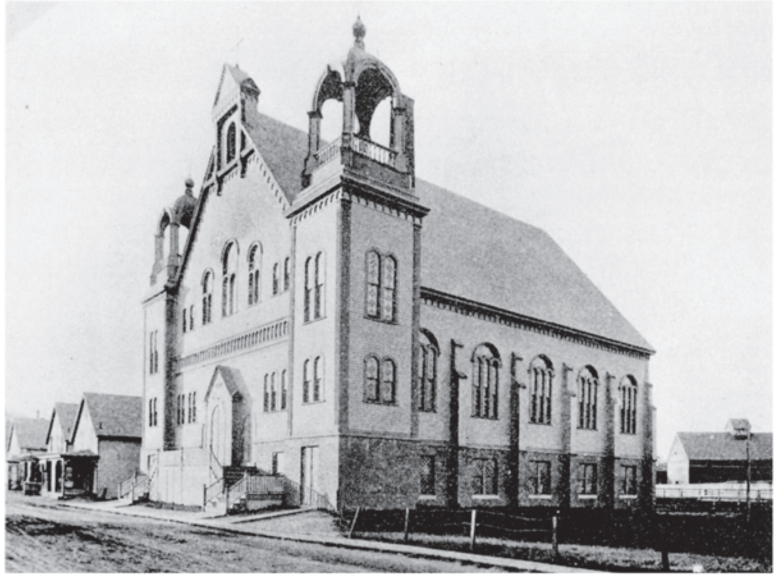
different-sized porches, a complicated arrangement of shapes fitting around the apse, and numerous finials, gable stones, and buttresses. The compact, centralized plan — broad for its length — is characteristic of Episcopal parishes with the low church ritual which emphasized sermon rather than ceremony. St. James is somewhat similar to Trinity Church in Boston in the way the composition is crowned by a dominant crossing tower, but it lacks the calm monumentality of Richardson's masterpiece. Moreover, the use of four materials provides too strong a contrast. The random puddingstone masonry is beautiful in itself, but its tawny colors do not harmonize with the reddish brownstone nor with the unusually ruddy brick. It is clear from contemporary newspaper accounts, however, that the builders would have preferred stone to the existing brick trim, which was necessitated by economy.

After 1900, three elaborate edifices were erected in North Cambridge by Roman Catholic parishes. St. John's, begun as a mission of St. Peter's church on Concord Avenue, erected a building at 122 Rindge Avenue in 1891, designed by Patrick W. Ford, on the present site of St. John's Grammar School that served both as school house and church (Fig. 227). The present



228. St. John's Church,
2260-2270 Massachusetts Avenue,
1904, Maginnis, Walsh & Sullivan.
Remodeled 1957,
Maginnis, Walsh & Kennedy.
Photo about 1905.

229. Notre Dame de Pitie Church,
45 Harvey Street, 1892, P.R. Reagan.
Demolished 1972. Photo about 1895.



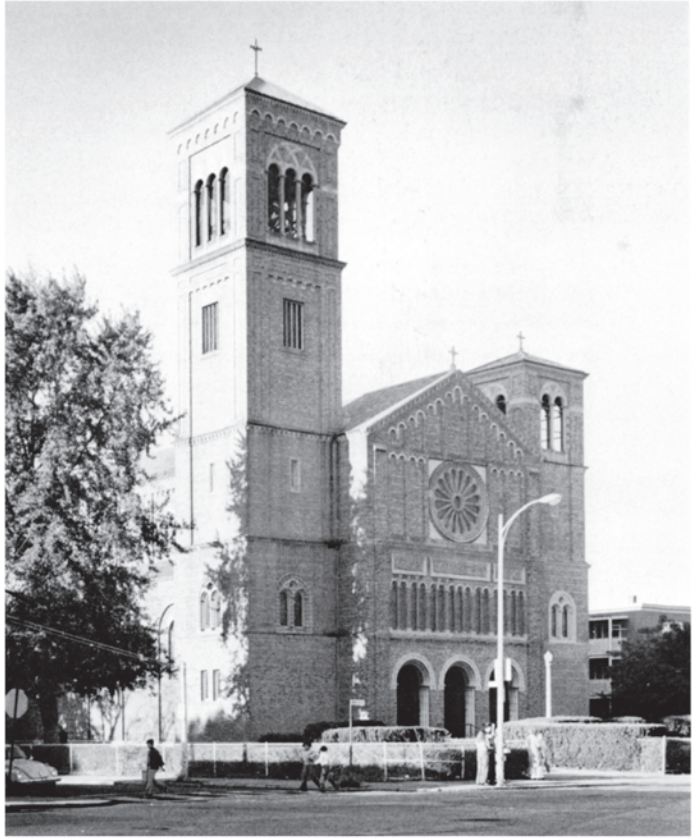
impressive building of buff-colored brick and terra cotta at 2270 Massachusetts Avenue was designed in 1904 by Maginnis, Walsh and Sullivan and completed a year later (Fig. 228). The most successful aspect of this Tuscan Romanesque design is the splendid campanile located well back from the Hollis Street facade. Separated from the nave of the church by a low side aisle, the campanile appears even taller than its 100-foot height, whose vertical lines are uninterrupted by decorative elements except for slight indentations in the brick at each floor level. The facade, approached by broad flights of stairs, is enhanced by a profusion of terra cotta ornament harmonizing with the large cream-colored marble columns which carry a blind arcade across the main story.

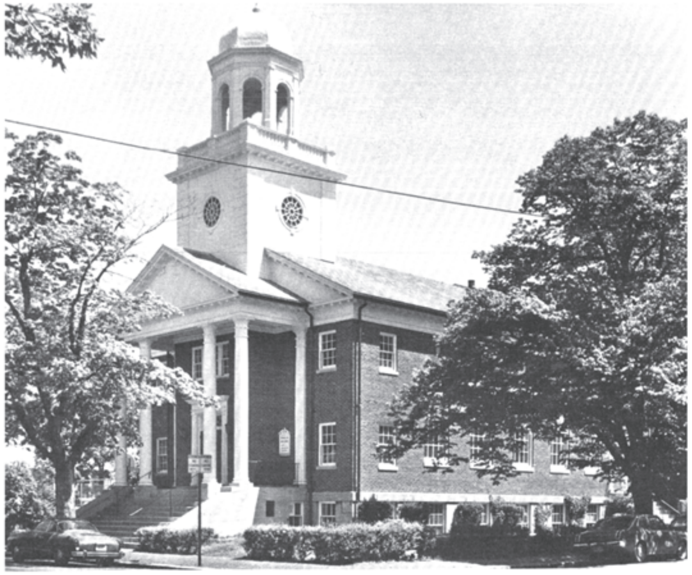
A serious fire in 1957 necessitated the reconstruction of the upper part of the church, including the second story of the facade. At that time, the design was changed: the gable was lowered slightly, raking parapets in front of the side aisles were eliminated, the rose window was greatly simplified, and the pair of twin windows that once flanked the rose window in imitation of a church in Toscanella, Italy, were deleted. In comparison to the original design, the present upper story seems rather light, but a nice accomplishment of the remodeling is the pair of covered vestibules which flank the steps to the main entrance and lead to the lower church.

The Notre Dame de Pitie parish was formed for French Canadians who settled in North Cambridge in increasing numbers after 1890. Their first church, erected in 1892, designed by P. Regan and demolished in 1972, stood at the intersection of Harvey and Westley Streets (Fig. 229). It was a bulky, wide, wooden structure with an enormous gable, all supported on a high brick basement. On stumpy bases were set strange arched towers that looked more like elements for interior than for exterior use, but there was an ingenuous quality to the profuse wooden ornament applied to the exterior: blind arcades, a cornice of corbelled arches, arched windows of many sizes, and a capping unit for the gable that looked like a Gothic triumphal arch. The rectory (1895; P. W. Ford) next door at 35 Harvey Street still stands.

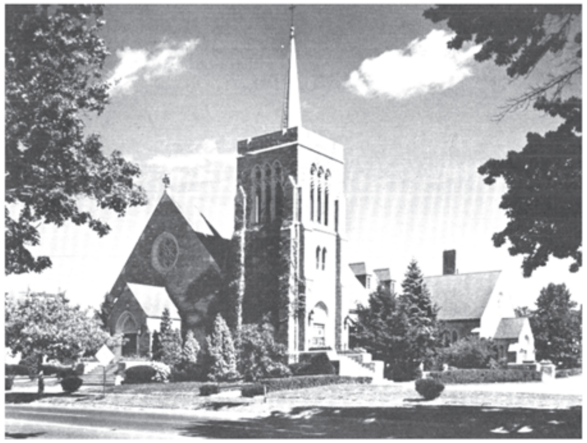
The present Notre Dame de Pitie Church on Rindge Avenue at Middlesex Street was designed in 1920 in the Lombard Romanesque style by the Cambridge architect Charles R. Greco (Fig. 230). The church, which together with its rectory, a convent, and a school build-

230. Notre Dame de Pitie Church,
170 Rindge Avenue, 1920, Charles R. Greco.

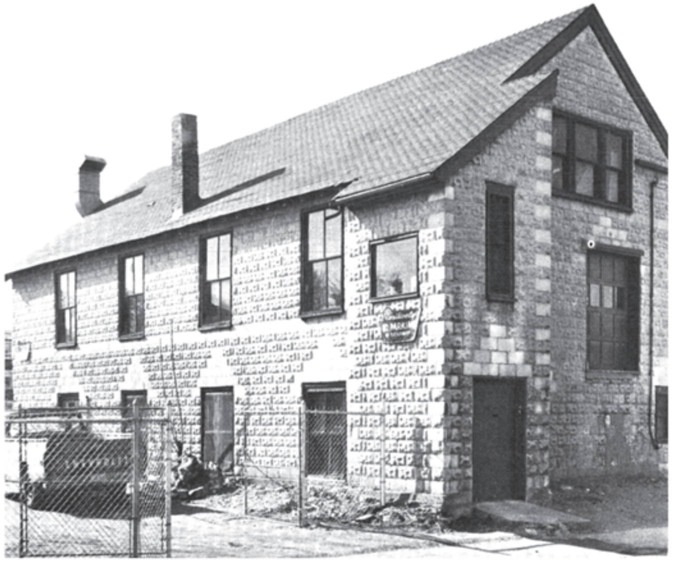




232. Metropolitan Baptist Church, 1924, Earl E. Johnson.



231. Immaculate Conception Church, 1934 John A. McPherson.



233. 76 Harvey Street, A.M.E. Chapel, 1922, Alexander Mapp.

ing occupies the greater portion of an unusually large block, is impressively sited, surrounded by trees and located well back from the street. The church building itself, with its towers and generous narthex, gives a fine overall impression, but the towers are so similar in size, location, and in the detailing of their lower stages that decided visual tension is created by the variations in height and differences in the distances they are located behind the facade. The same rough-surfaced, buff-yellow brick and cast concrete trim are used for the three other structures on the property, but these lack the Lombard overtones which give the church some distinction.

The most recent Roman Catholic church in Northwest Cambridge is Immaculate Conception, erected between 1928 and 1934 to designs by John McPherson (Fig. 231). It is a respectable representative of the Neo-Gothic tradition pioneered by architects like Ralph Adams Cram thirty years earlier and illustrated by numerous Catholic and Protestant churches in the Boston area. The church is effectively sited on a low rise overlooking Alewife Brook Parkway and is approached from the street by a long flight of stairs; but its suburban setting is somewhat marred by a vast parking lot occupying one corner of the property. A striking feature of the church is the sturdy corner bell tower capped by a slender copper spire. The tower stands adjacent to, but does not crowd, the broad-gabled facade. The rather squat proportions of the facade clearly express the wide, compact church interior. The broad slate roof is relieved by low transepts, which provide auxiliary entrances to the church. A handsome feature is the use of granite blocks of mixed gray and buff colors. Inspiration for the decorative detail derives from Flamboyant Gothic sources. This detail includes tracery made of cast concrete, employed for windows and for openings in the bell tower. The same material is used for several tympanums containing complex figural representations placed over important entrances.

The Metropolitan Baptist Covenant Church and the Church of the Nazarene are red brick Georgian Revival designs of the kind Americans erected by the hundreds between 1910 and the Second World War. By this time, cast concrete trim and stock mill work for the portico, doors, and windows had largely replaced the earlier use of limestone and custom-made wooden trim. Nevertheless, a few churches of this era were fairly elaborate, repeating with fidelity design elements derived from good Georgian prototypes. The simpler of the two North Cambridge examples, the Church of the Nazarene at 206 Elm Street (1927; Edwin R. Clark), suffered a serious fire in 1973. A small rectangular structure of brick, placed on a high basement that contains Sunday School rooms, the church is entered through a portico topped with a squat rectangular tower. The portico columns are meager, and its entablature does not continue around the body of the church. Cast stone lintels, sills, keystones, and decorative panels add minimal relief to the otherwise prosaic design.

Rather more interesting is the spired design of the Metropolitan Baptist Church at Orchard and Beech Streets, designed in 1924 by Earl E. Johnson for the Swedish Evangelical Church congregation to replace an earlier structure of 1902 (Fig. 232). Constructed of brick, set on a high basement, and embellished by a portico and two-stage tower, the detailing of this building is more ample and historically accurate than that of the Church of the Nazarene. The portico capitals have an unusual design that combines acanthus and papyrus leaves, and the bell tower is well-proportioned. Visual support for the tower is provided by an extension under it of the brick wall of the facade. This solution avoids the apparent weakness of many Georgian churches with porticoes. As there is no space behind the auditorium for a Sunday School wing, this function and the church offices are situated in the basement.

One other post-World War I church in the area was the Neo-Georgian North Cambridge Community Church (165 Walden Street; 1929; Frohman, Robb & Little), but demolished twenty years later by the Cambridge Housing Authority to make way for the Lincoln Way housing development.

An interesting example of folk architecture is the former Heard's Chapel, A.M.E. at 76 Harvey Street, designed in 1922 by Alexander Mapp (Fig. 233). The sole decorative relief in this otherwise simple, unfinished, and now secularized building derives from the contrast in surfaces of rusticated concrete block employed for most of the wall and smooth block used for belt courses, alternate quoins, and for triangular shapes above door and windows of ordinary rectangular outline. The latter surfaces step back with each course, perhaps recalling pointed arches. The extremely thin projecting tower containing the main entrance is unfinished. It is cut off at a curious, steep slant and capped by the same roof that covers the building.

Although "Kingdom Hall" at 9 Beech Street was remodeled as a church for the Jehovah's Witnesses, the building began life in 1891 as the Woodbridge Gymnasium, a private institution for instruction of gymnastics. Another example of adaptive use is found at 138 Cushing Street, where half of a Wyeth tenant's cottage (1837-1842) was remodeled as the Santa Lucia Club in 1933 (see Fig. 365). This conversion into a chapel was done with taste and simplicity; the framing members of the early building are exposed, and the windows filled with handsome stained glass.

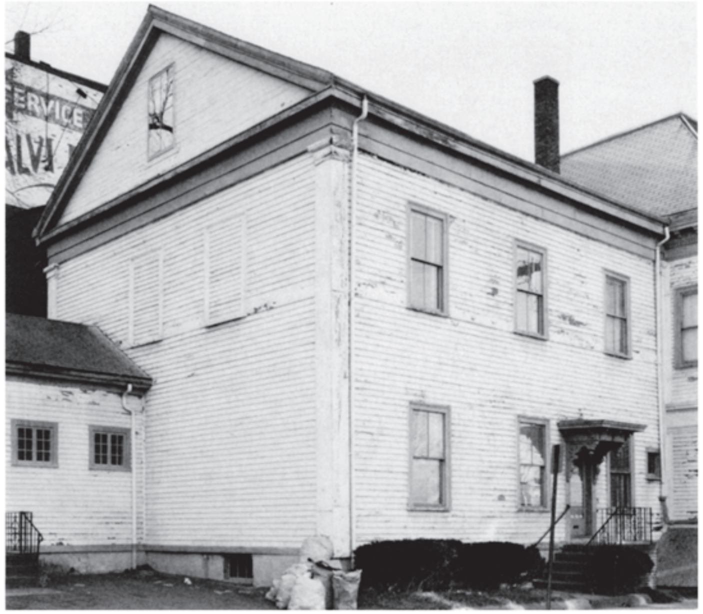
Schools

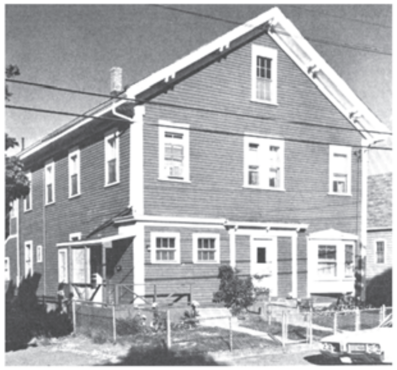
The building of schools in Northwest Cambridge can be studied in five phases. The earliest buildings of the 18th century are largely of historic interest, since none survive. The second group, built of wood between 1841 and 1882, was established before the area it served had filled up with houses. When a larger school was required, the early one was often moved to a new site and converted to other uses. In other cases, the old school was merely augmented by a new structure a few blocks away. Schools of the third phase, from 1894 to 1930, were larger than the second group and were constructed of brick after the neighborhoods had filled in with houses. Parochial schools constitute the fourth category, whose extant buildings were constructed within the first half of the 20th century. The last phase comprises large consolidated schools post-dating the Second World War, built to accommodate great numbers of pupils. These phases encompass a marked evolution from small to large buildings and from extremely simple to elaborate facilities.

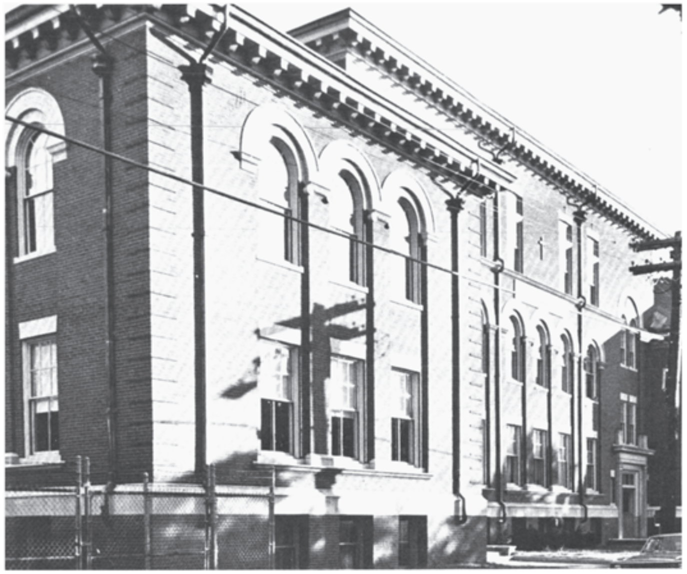
As the population spread beyond the early center in Old Cambridge, it was common to provide each outlying area with a modest schoolhouse. The first such school was established in 1769 behind Watson's Pond, near the Highway to Concord on land which had been set aside for public use in 1727 by the Proprietors of Common Lands. It served the small population of the area until 1841, when suburbs began to encroach on farms and a larger school was needed.

The new Winthrop or North School which replaced it on the same site was two stories high and built of wood. A small structure, 32 feet by 40 feet, this schoolhouse was erected at 10 Russell Street and was deemed progressive for its day, since it provided two rooms for each class — a larger classroom and a smaller space for recitation. As first built, the second floor was not finished, but this was accomplished in 1845. Referred to both as the Shepard and the Winthrop school, this wooden structure was moved toward North Avenue in 1856 and converted into a store after a new brick school was built nearby. The building continued to serve a public function, as the second floor was used as the auction room for the Cattle Market and in 1860 as a drill hall above J. B. Atwill's grocery store. Presumably, the partition between the recitation and class rooms was removed at this time to provide more room. During 1864-1865 the hall was rented as a chapel by the newly-formed Episcopal parish of St. James.

In 1873 a larger wooden store building was constructed in front of the school on 2107 Massachusetts Avenue, and the old schoolhouse became a service wing. A subsidiary ell was added to the school, several windows were closed, and a new entrance was cut in an awkward, asymmetrical position. Despite such drastic changes, the heavy Greek Revival entablature,

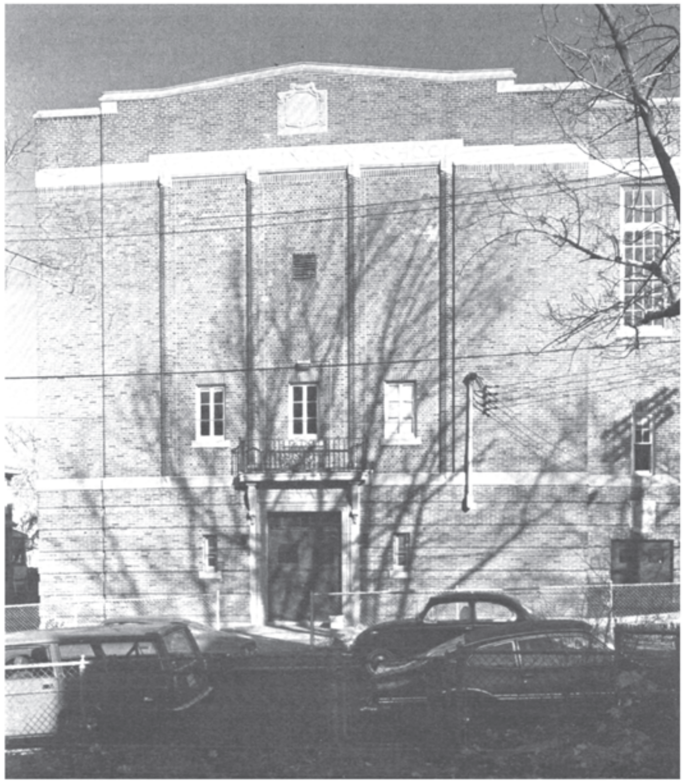

234. 2 Russell Street, formerly Winthrop School, 1841-1845. Demolished 1975.


235. 130 Cushing Street, formerly Cushing School, 1871, Town of Belmont. Moved in 1914.



236. North Cambridge Catholic High School, formerly Ellis School, 1898, Aaron H. Gould.

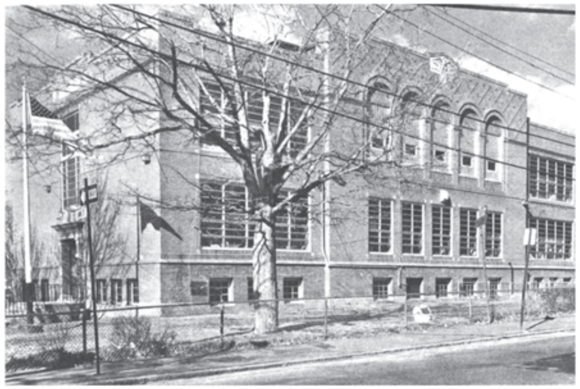
238. Lincoln School, 1930, Edward T. P. Graham.



substantial corner pilasters, and pediment filled with flush siding could still be seen from Russell Street until the school's demolition after a fire in 1975 (Fig. 234).

Less is known about the three primary schools built of wood in various parts of Northwest Cambridge between 1868 and 1883. They include the Reed School of 1868 at 27 Reed Street, which served the Race Course neighborhood and was designed by H. B. Dennison; the Wyman School of 1871, which occupied the present site of the Fitzgerald School; and the Corlett School, on Holworthy Street in Strawberry Hill, used between 1882 and 1920. The only mid-19th century schoolhouse now standing in Northwest Cambridge is the former Cushing School, constructed by the Town of Belmont in 1871 and moved to 130 Cushing Street in 1914 for use as the Haggerty School. This is a simple Bracketed design and, unlike the Cambridge schoolhouses, had no bell tower (Fig. 235).

Larger brick schools characterize the third phase of school building, and these were not erected until neighborhoods had more or less stabilized. The first area to do so was the Orchard-Russell Street district, and in 1856 a new elementary school was erected on North Avenue (2143 Massachusetts Avenue) on land given to the City by P. R. Russell. A replacement for the wooden Winthrop School of 1841, this brick edifice was three stories high and designed by J. R. Richards. Although no good picture survives, partial glimpses of it in old photographs indicate that it was Italianate in design. As such, it is similar to buildings erected elsewhere in the city about the same time: the Boardman School on Windsor Street (1868) and the Washington School on Brattle Street (1851). The dimensions of the building indicate that there were six classrooms. By 1873, however, additional space was required, and the old building was moved back a few feet from Massachusetts Avenue so that a large brick addition could be constructed in front, following plans of A. C. Martin. This structure served as a school until 1930, when the Lincoln School opened at the corner of Mead and Walden Streets.



237. Haggerty School, 1914, Edward T.P. Graham.

Of the two large brick schools erected in the 1890s, only one, the Ellis School, at 40 Norris Street, survives (Fig. 236). It is one of the handsomest schools in the city. Designed in 1898 by A. H. Gould, the building has a formal massing with a three-storied center block capped by a hip roof and two-story projecting pavilions, also with hip roofs, that frame the central section. Although the detailing of the cornice and the selection of materials (red brick with white stone and cream-colored brick trim) indicate the approaching popularity of Classical styles, the banks of round-headed windows tied to the story below by recessed spandrels recalls a popular Richardson Romanesque solution. The building was purchased by the Catholic Diocese in 1957, and functions as the North Cambridge Catholic High School.

The next brick school in Northwest Cambridge was built twenty years later in a considerably different style. The Haggerty School of 1914 on Cushing Street in the Strawberry Hill area is the design of E. T. P. Graham, and it resembles thousands of elementary schools built across America between 1910 and 1930 — two stories in height, flat roof, and banks of windows separated by areas of masonry which indicate interior partitions between classrooms (Fig. 237). The group of five round-headed windows on the principal elevation, which still bears some relation to the arched opening of the Ellis School, and the bold relief of an American Eagle worked into the parapet creates a natural focus and identifies the date of the design as before the First World War (see Fig. 220). The Lincoln School of 1930, also by Graham, on Mead and Walden Streets follows the same basic scheme, but the lack of ornamentation here illustrates economies imposed by the Depression (Fig. 238).

The fourth group of school buildings are those built by the Roman Catholic Church in the first half of the 20th century. The increasing monumentality of the buildings indicates the economic independence attained by the Irish and French Canadians who settled the area in the 19th century. By the 1970s, however, parochial schools were experiencing an economic squeeze that moved the system toward consolidation. This process was also encouraged by the decreased isolation of these two ethnic groups.

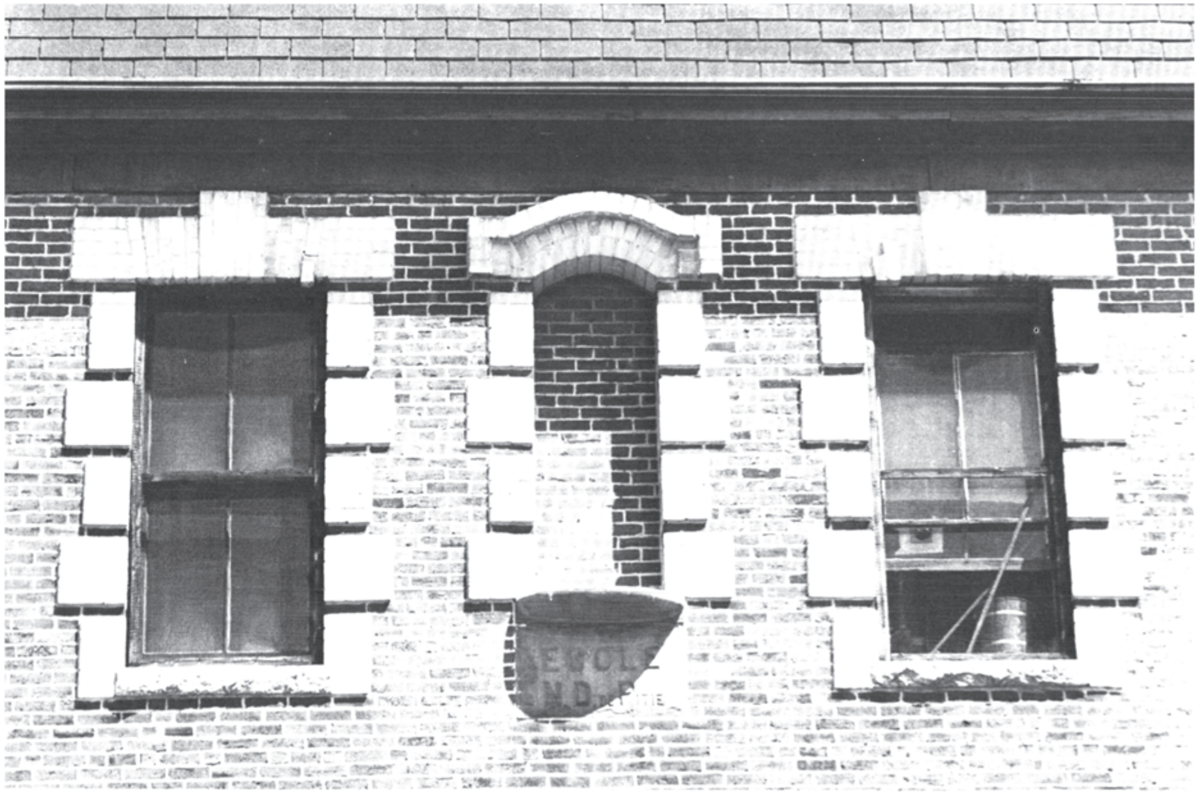
The Irish community led the way in establishing parochial schools. Their first edifice, at 122 Rindge Avenue (1891; Patrick W. Ford), combined church and school activities in the same structure (see Fig. 227). Looking very much like a school in its fenestration, blocky massing, and high basement, the first floor was arranged for congregational worship, and classrooms occupied the floors above. This was evidently a makeshift solution until the congregation could afford a separate church fourteen years later. The life of the first building was short, and it was replaced by two rather standard school buildings of red brick, which still stand: a high school (1917) and a school for primary grades (1929). The most pleasant quality about them is the way they are situated in the middle of a large parcel of land, with a deep lawn fronting Rindge Avenue, and screened from peripheral streets by rows of single- or two-family houses. The adjacent convent, also constructed of red brick, was built in 1959.

The French Canadian community erected its first school in 1900 at 69 Harvey Street near their church. The building still stands, though it was converted into a convent in 1916 and, in 1961, to manufacturing. A remarkably old-fashioned design, the school resembles buildings erected thirty years earlier. The walls are brick, and most window lintels are of rough granite, except those of the facade, which are laid as flat arches worked in yellow brick (Fig. 239). As was typical of 19th century schoolhouses, there was practically no playground, and the large T-shaped building occupies most of the small (70 by 155 foot) lot.

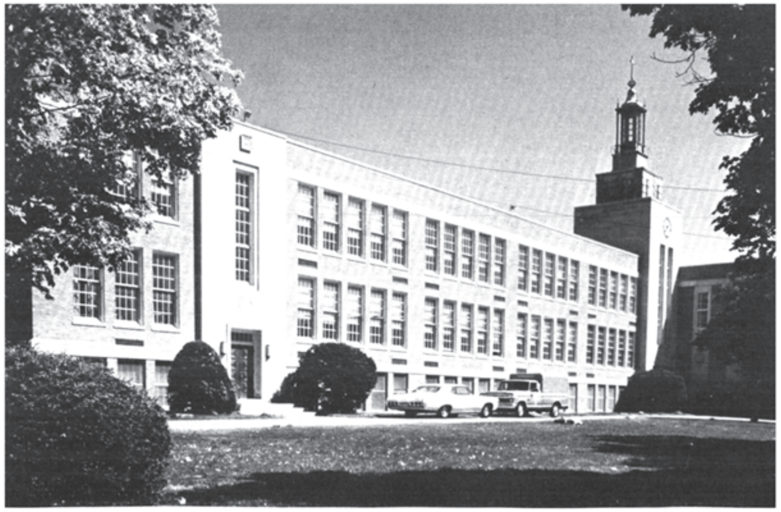
In 1921, the Notre Dame de Pitie school moved to new quarters at Rindge and Sargent Streets near their new church. Although built of a yellow-buff brick similar to that used for the church, adjacent convent, and rectory, the school building makes no reference to the Lombard Romanesque forms used so liberally on the church. Of rather narrow proportions, the school building follows the standard formula that had emerged by that time, and which one sees in the Haggerty School discussed above.

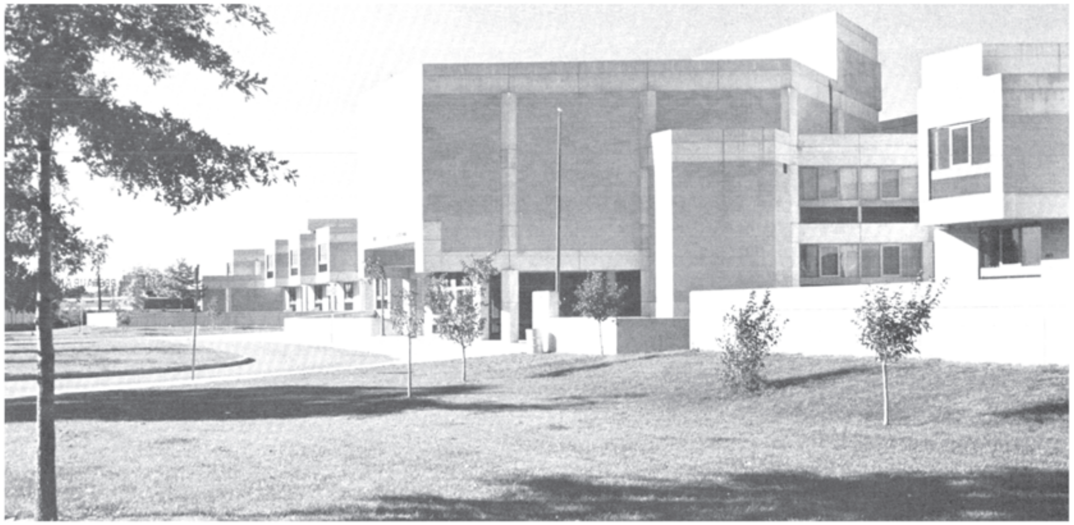
The last and most elaborate parochial schools in Northwest Cambridge were built for the Sisters of the Immaculate Conception at Matignon Road. The first edifice they used for instruction was the granite Almshouse (1850),

239. Detail, 69 Harvey Street, formerly Notre Dame de Pitie School, 1900.



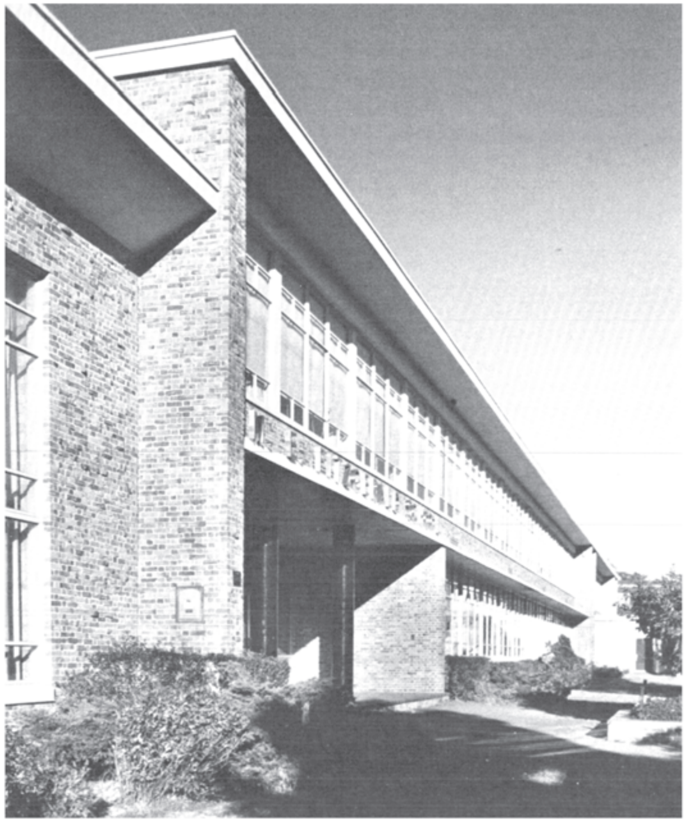
240. Matignon High School, 1946, Maginnis & Walsh.





242. Tobin School, 197 Vassal Lane, 1971, Bulluschi with Sasaki, Dawson & May.

241. Fitzgerald School, 70 Rindge Avenue, 1955, M.A. Dyer.



which had been purchased from the city in 1927 (see Fig. 253). With practical changes, such as the addition of stair towers at each end of the building, a new ground level entrance, and an enclosed gallery hung on the main facade, this building is still in service.

A very handsome new building, the Father Matignon High School, was added in 1946 from designs by Maginnis and Walsh, archdiocesan architects (Fig. 240). This building, which can perhaps be described as simplified Scandinavian Modern, suggests a date of the 1920s or 1930s, because of its limestone trim and double-hung, muntined windows made of wood. This chronological discrepancy can probably be explained by construction delays caused by the Second World War. The building maintains a visual coherence, and the red brick mass is accented by a fine main tower and secondary entrances faced with limestone. The Scandinavian Modern antecedents of the design are most clearly illustrated by graceful attenuation of the metal-clad lantern that caps the entrance pavilion, the trim classicism and verticality of the auditorium fenestration, and the metal grilles that shield some windows.

In 1954, Immaculate Conception added a school for primary classes, situated between the church and former Poorhouse. Since the school's neighbors were both built of granite, the architects wisely chose a grey buff brick and limestone trim. Because of the strong visual statements of the Gothic church and the Victorian Poorhouse, the architecture of the new school was kept somewhat neutral, though here also there are overtones of Scandinavian Modern in the lantern over the school wing and the vaguely modern classicism of the tall, two-bay entrance porch. The functions within the building read clearly on the exterior: a large auditorium on the left identified by long, vertical windows and a flat roof, and a classroom wing situated at an angle at the right marked by a gable roof and two levels of horizontal fenestration. The entrance, provided with tall piers, stands at the juncture of the two wings. Both of the school buildings look out on ample lawns facing Matignon Road, and they enhance the adjacent neighborhood of two-family houses.

Big complex schools of recent construction, built to accommodate large numbers of students, comprise the final group of schools in Northwest Cambridge. Radically different from their predecessors, such buildings have been designed to keep abreast of changes in education and the community they serve. In some areas, old, single-family houses have been replaced by apartments, while in others large blocks of public housing have supplanted industrial uses. The new schools have had to be large, and to provide extensive recreational space for more closely-packed neighborhoods. Fortunately, sufficient space to accommodate them has been available in the many abandoned brickyards of Northwest Cambridge.

Two such schools have been erected within the study area since the Second World War. The Michael F. Fitzgerald Elementary School (1955; M. A. Dyer Co.), built on the site of the Wyman School on Rindge Avenue, combines many different functions within its walls: classrooms, auditorium, gymnasium, kindergarten, cafeteria, and even a branch of the public library (Fig. 241). Because these uses are articulated as distinct, almost independent elements, some of its elevations are rather jumbled. The Rindge Avenue facade is best, where fenestration is divided into transom, main panels, and spandrel, and carried in continuous strips across both stories, a solution that was frequently followed in the 1950s.

The John B. Tobin School, designed by Pietro Bulluschi with Sasaki, Dawson, & May Associates in 1970, stands on the 19th century Cofran Brickyard site near Vassal Lane and Fresh Pond Parkway (Fig. 242). Although built of concrete and very large, the building does not seem cold and overbearing. The concrete block curtain walls have a soft lavender-buff hue, and the surface is divided into modular panels. The mass is broken into many small parts that maintain a lively interaction, using overhangs and frequent changes of plane. Classrooms are designed on a hexagonal module, which is expressed on the outside. The placement of the bronze-colored windows is unpredictable, but their uniform size unifies the design.

Two private schools built around the edge of the former brickyards in North Cambridge show innovative designs on restricted sites. The Friends School on Cadbury Road (1963; John Myer and Associates) is composed of carefully conceived pyramid roofs which shelter the individual classrooms (Fig. 243). The Montessori School of Cambridge, at 161 Garden Street (1973; Philip M. Briggs), is a simple structure which makes effective use of concrete blocks.

Fraternal Clubs and Organizations

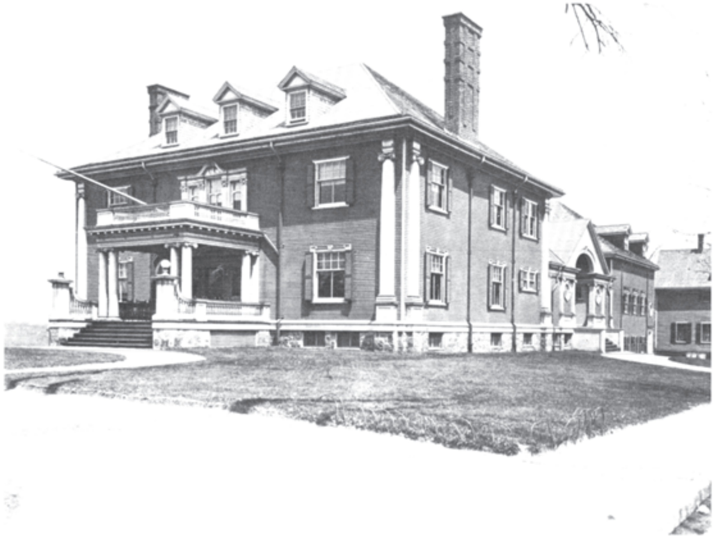
Fraternal organizations played an important role in the development of suburban Northwest Cambridge, bringing together men of similar interests and backgrounds. The earliest fraternal society to build in North Cambridge was the International Order of Odd Fellows, which in 1892 erected a combination business block and meeting hall at 2072-2078 Massachusetts Avenue (see Fig. 278).

The Newtowne Club was founded in 1893 as the Rindge Club to provide athletic facilities for North Cambridge businessmen. In 1895, a handsome clubhouse was constructed facing 1945 Massachusetts Avenue (J. Chandler Fowler, architect; Fig. 244). It displayed an abundance of Colonial Revival ornament befitting the massive scale of the structure. Known today as the Stephen James House (5 Davenport Street), only the hip roof and pedimented dormers survive as reminders of the original sumptuous design after a succession of remodelings. Similarly impressive is the Masonic Temple erected at 1950 Massachusetts Avenue in 1910 (F. B. Furbish, architect; Fig. 245). The composition suffers from its own grandeur. Facing north, the brick-faced Neo-Classical facade is continually in shadow, and its most distinguishing feature, a portico of Ionic columns, appears curiously independent of the building itself.

The modern equivalent of the 19th century fraternal organizations are the military service organizations which have developed since the Second World War. The Veterans of Foreign Wars, Mt. Auburn Post #8818, at 688 Huron Avenue, is best known for its landmark rocket (Fig. 246). The Post building was designed in 1954 (Dom Taverana, architect), and has been substantially enlarged in recent years. The National Guard Armory at 450 Concord Avenue is a standard industrial brick veneer building of 1957, designed around a large drill hall.

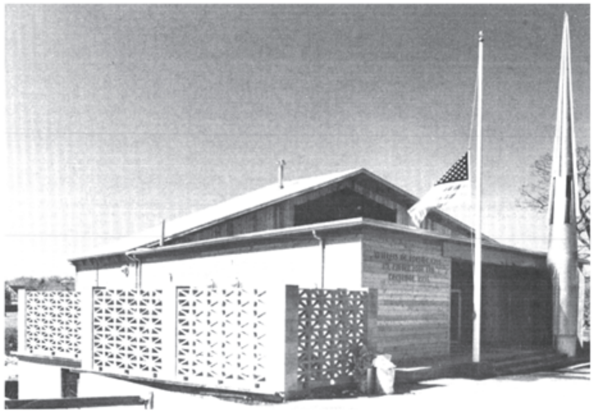
245. Masonic Temple, 1910. F.B. Furbish.

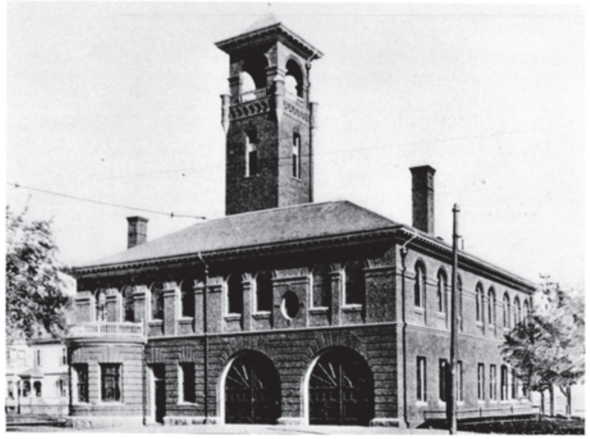
243. Friends School, 10 Cadbury Road, 1963, John Myer & Associates.



244. Newtowne Club, 1895, J. Chandler Fowler. Photo about 1900.

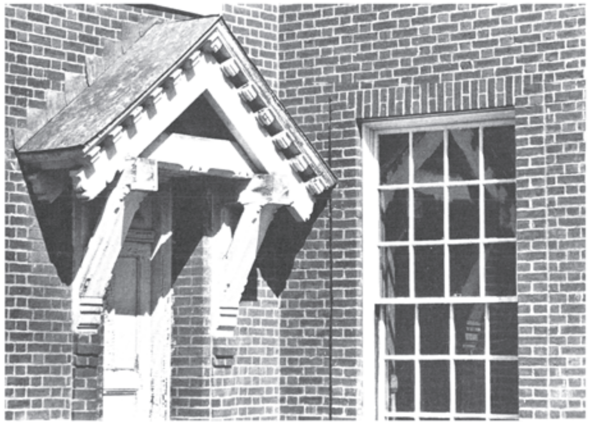
246. Mt. Auburn V.F.W. Post, 1954-1968.

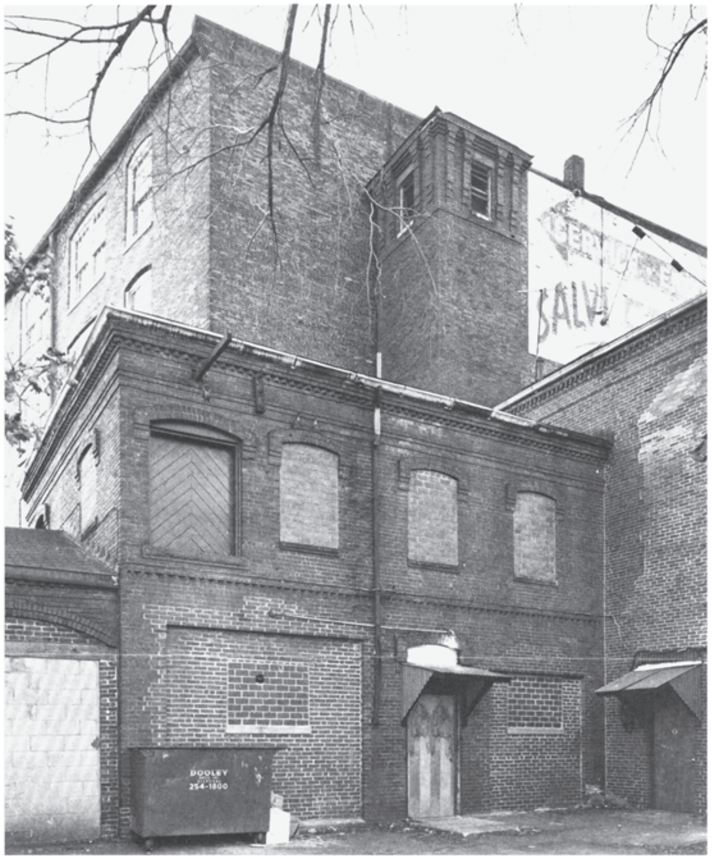




248. North Cambridge Fire Station, 2029 Massachusetts Avenue, 1896, Aaron H. Gould. Photo 1896.

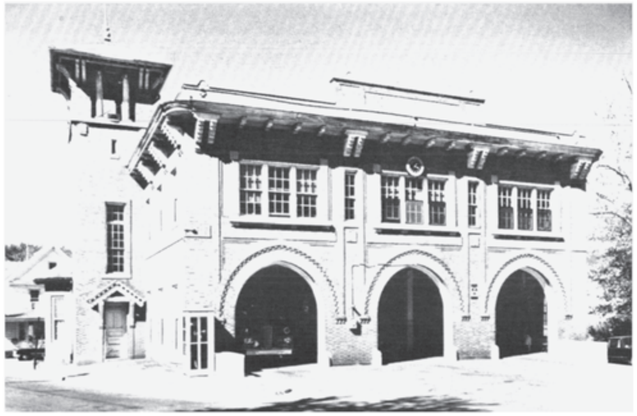
250. Entry Hood, Taylor Square Fire Station.





247. North Cambridge Fire House 4-6 Russell Street, 1868, H.B. Dennison.

249. Taylor Square Fire Station (formerly Wyeth Square), 113 Garden Street, 1904, Charles R. Greco.



Fire Stations

In the 18th century, fire protection in Cambridge had been provided by volunteer companies. In 1832 the Cambridge Fire Department was organized with six hand engines and one hand ladder truck, and in 1847 the new City Council implemented a system of reservoirs and fire houses staffed by professional firemen. The fire houses had a distinctive architectural form based on functional needs: brick construction, spacious doorways and a soaring hose drying tower with warning bell.

North Cambridge had a succession of fire houses which can be traced to 1852. In 1852 a small brick fire house was built by the City near the schoolhouse on Russell Street. After the Civil War a larger building was needed, and in 1868 the City school architect H. B. Dennison designed a combination fire and police station next to the earlier facility. Fortunately, this brick station has survived, though much rebuilt and currently neglected. Although it is obscured by the Neo-Classical facade of the former North Cambridge public library (now Veterans of Foreign Wars Post, 2101-2103 Massachusetts Avenue), the 1868 stationhouse can still be seen from Russell Street (Fig. 247). The original Mansard roof and pavilion facade have been removed, but the corbelled brick work typical of the period is still evident, as are the handsome tower with its splayed pilasters, the robust cornice, and the window detailing on the rear ell.

The North Cambridge Fire Station at 2029 Massachusetts Avenue (1896; Aaron H. Gould; Fig. 248) is among the most handsome of the City's late 19th century buildings. Combining elements of formal classicism with asymmetrical eclecticism, the design is especially well-proportioned. The assured regularity of the Renaissance Revival second story arcade is offset by the Colonial Revival curved balustrade and the lunette windows. Although the original tower has been removed, the building remains effective, largely because of its solid massing.

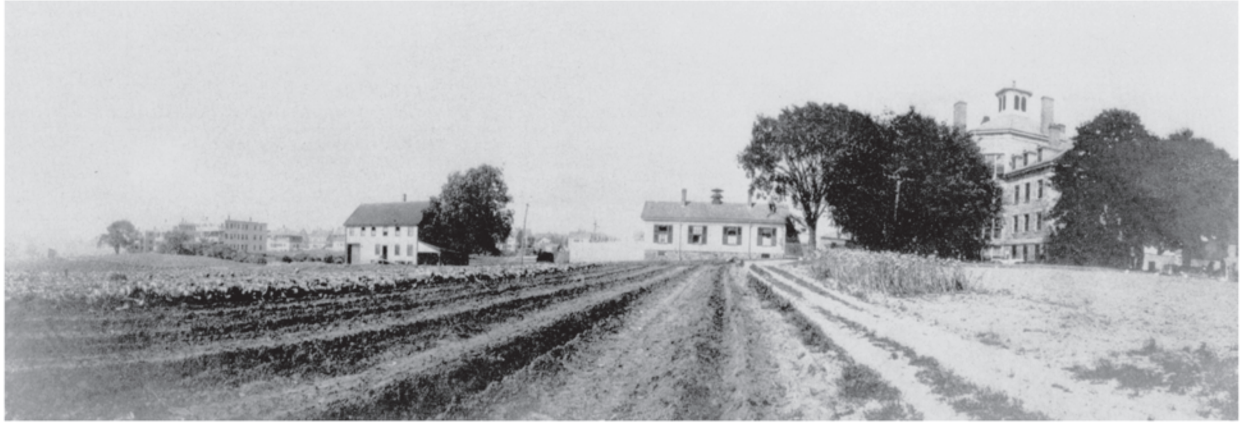
Beautifully sited as the architectural focus of Garden Street at Huron Avenue, the fire station at Wyeth (Taylor) Square (Fig. 249) shows the fulfillment of civic architecture at the turn of the century. It was designed in 1904 by local architect Charles R. Greco, who gained many subsequent commissions in the City, such as the Central Square Post Office (1932). The Wyeth Square station expresses the work of a young architect, combining several exotic styles within the standard plan. The tower and cornice have great scalloped wooden brackets which have an affinity with California Bungalow ornament (Fig. 250), and the patterned brick work of the parapet and the Neo-Moorish arches of the engine bays are also most unusual. The future of the Taylor Square station is now in doubt, as plans call for a modern facility in West Cambridge. Every effort should be made to insure the preservation of this important landmark.

The Alms House and Hospitals

The finest remaining example of 19th century architecture in Northwest Cambridge is the former Alms House at 45 Matignon Road, now part of the Immaculate Conception School (Fig. 251). In 1849 the City purchased the 18th century Dickson estate near Alewife and Tannery Brooks for the site of its new Poor Farm, replacing the outmoded Riverside farm in Cambridgeport (*Cambridgeport* Fig. 232), the fifth facility of its type in Cambridge. The first Poor House had been established in Harvard Square in 1779, and the second in North Cambridge in 1786, when the Walter Cox farm at Harvey and Cedar Streets was converted to the town's Poor House. The City Council appointed a special committee in the spring of 1850 to investigate the need for a new alms house. Evidently several leading architects were solicited for their designs, among them Ammi B. Young, whose carefully rendered plan was quietly filed in the Engineer's Office, to be discovered in 1975 (see Fig. 254). The choice for the Alms House was awarded to Reverend Louis Dwight and architect Gridley J. F. Bryant of Boston in May of 1850, but their original plans have not come to light.

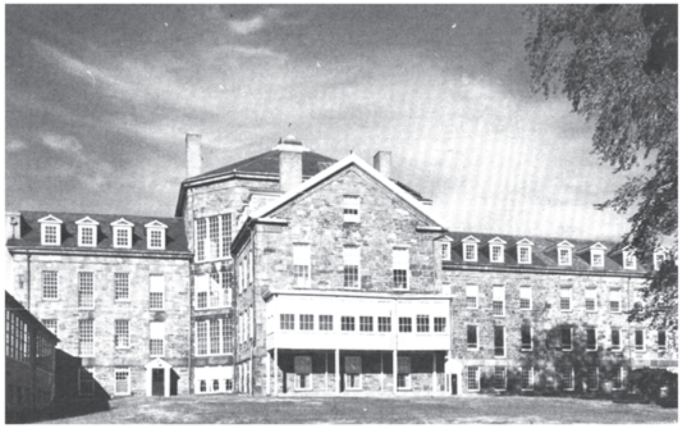
In contrast to Young's bi-sectional arrangement, Dwight and Bryant conceived the Alms House on a radial plan, having a central block for supervised activity and separate residential wings for men and women. This concept was based upon late 18th century English prototypes and Dwight's long experience with the prison reform movement in the United States. This cruciform plan had been applied by Dwight and Bryant to other institutional commissions in Boston. When the Cambridge Alms House was dedicated in 1851 the published elevations bore a marked likeness to their Boston City Jail at Charles Street (1848) and their Deer Island Alms House (1850; now the Suffolk County House of Correction). The massive four-story bulk was relieved only by the vertical accents of tall chimney stacks and the delicate Italianate cupola; but even these were removed in the 20th century (Fig. 252). A six-bay extension built on the east wing in 1915 carefully continued the original form and detail of the building, except for the use of more lightly-textured stone.

The spartan detail of the Alms House seems appropriate to its social function. The glory of the building is in the masonry itself: beautiful green-grey and ochre-grey slate (Fig. 253) laid in random ashlar, and contrasting dark granite blocks for quoins, belt course, and cornice. As an architect, Bryant had long been familiar with stone building techniques, as it was his father who had developed the Quincy granite quarries for the Bunker Hill Monument in 1824. Thus it

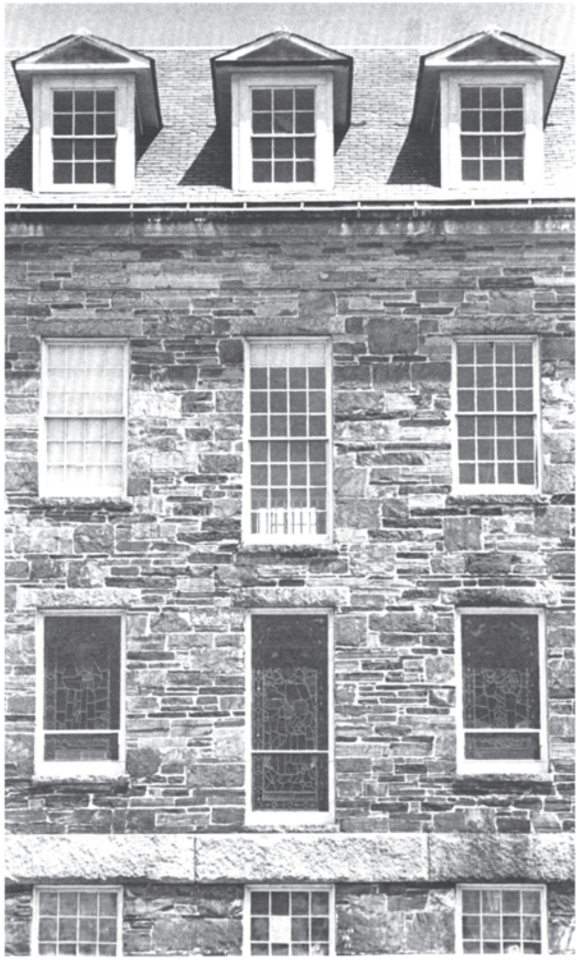


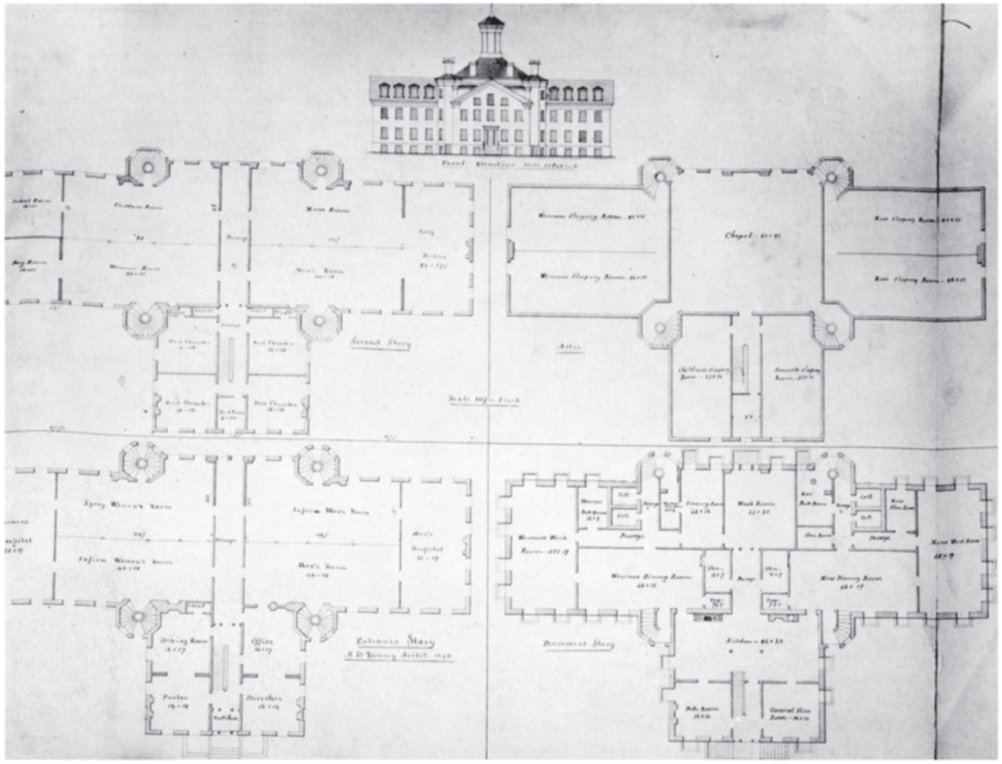
252. Cambridge Poor Farm, looking east. Alms House (right). Photo about 1920.

251. Cambridge Alms House, now Immaculate Conception, 45 Matignon Road, 1850, Louis Dwight and Gridley Bryant.

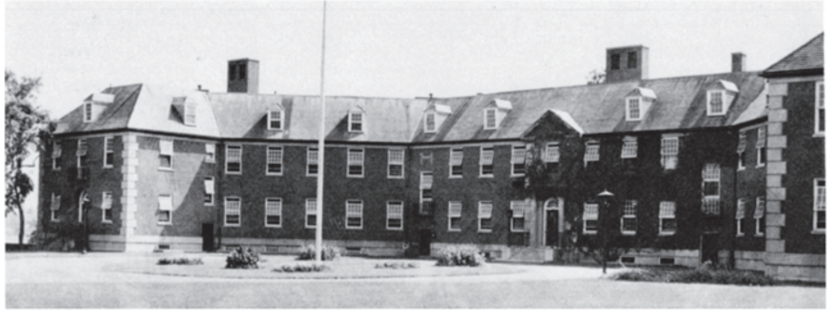


253. South Wall, Alms House, 45 Matignon Road.

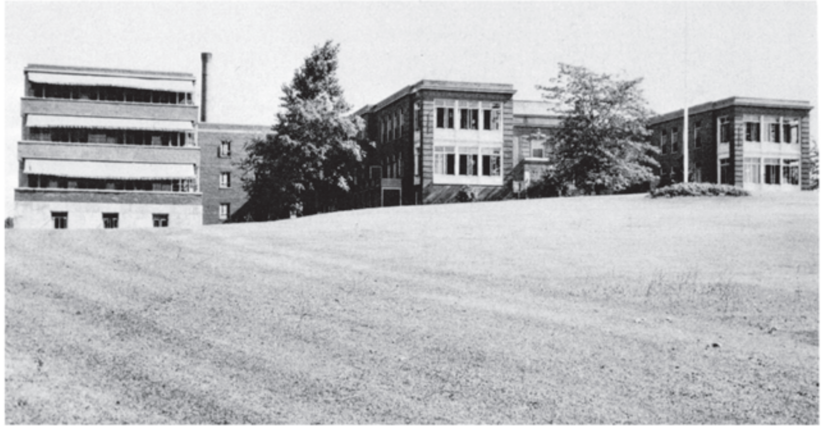




254. Proposed Plan, Cambridge Alms House, 1850, Ammi B. Young.



255. City Home for Aged and Infirm, 650 Concord Avenue, 1927, Charles R. Greco.



256. Cambridge Sanitorium, 1915, 1939, Charles R. Greco. Demolished 1965.

was logical for Bryant to have chosen the natural slate ledge found on the Poor Farm as the building material for the Alms House.

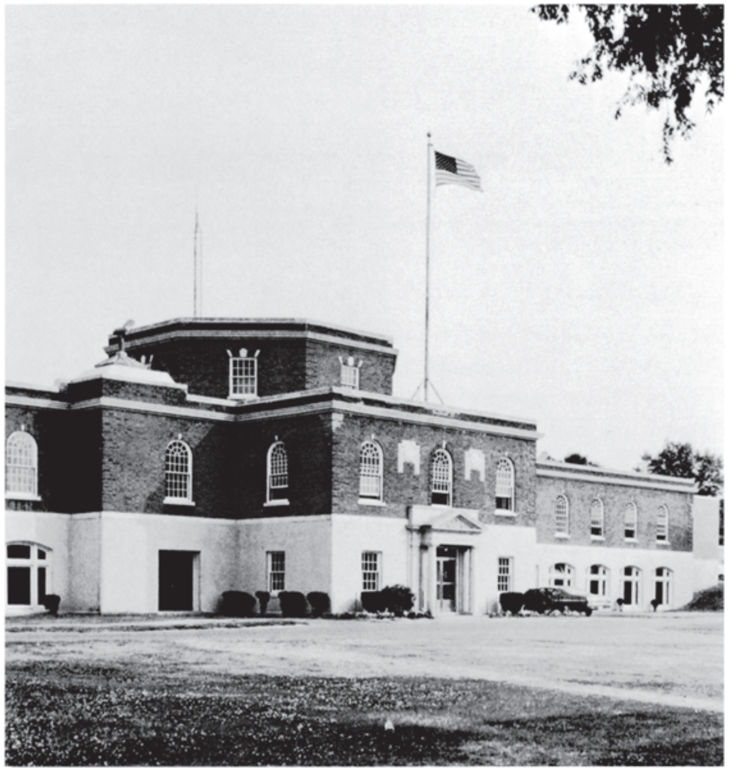
In 1927 the City sold the Poor Farm to the Archdiocese of Boston and the Alms House was remodeled as the Immaculate Conception parish school with a number of additions including a Neo-Georgian entrance. Today, the building houses classrooms, an auditorium and gymnasium. The former women's dormitory wing is now used as a convent. Set on the gentle slope of Clarendon Hill, the Alms House rises above a neighborhood of two-family houses and retains "that plain, massive, substantial appearance" noted in the *Sketches of Boston* when it was first completed. Regrettably, it is now in somewhat weak structural condition. All efforts should be made to insure preservation of this important Cambridge landmark.

In 1927 the City replaced the Poor Farm with the City Home for the Aged and Infirm at 650 Concord Avenue (Charles R. Greco, architect; Fig. 255), built on the site of the Prentice-Storer-Tudor mansion. Arranged in a flattened "W" shape to take advantage of the southern light and the view of Fresh Pond, the extensive three-story building was designed in the Neo-Georgian style so favored for civic buildings of this period. The details are well-handled, if somewhat lost on the vast facade, and the corners of the building are solidly marked by contrasting quoins. Unfortunately, the only ornament remaining since the building was remodeled in 1975 is the central entrance with its projecting cast stone pavilion.

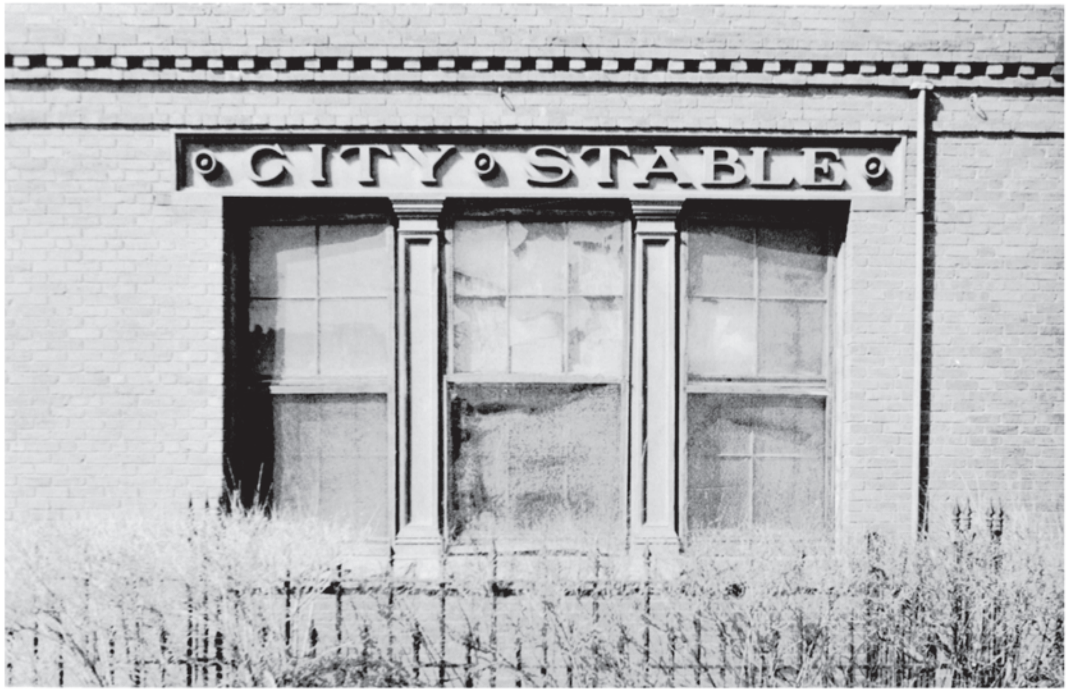
Another institutional facility was developed on the Stearns farm on Concord Avenue, which the City purchased in 1901. In the 19th and early 20th century, tuberculosis was a common urban problem and could be cured, if at all, only by long rest in a clean and sunny setting. In 1908 the City commissioned Charles R. Greco to design a modest tuberculosis sanitorium on the hill at 799 Concord Avenue. The original stucco building was opened as a "Day Camp" for tuberculosis patients. Additional wooden buildings with long banks of windows were constructed as sleeping quarters for ambulatory patients. The buildings were designed with bungalow features appropriate to the rustic setting, and in 1912 a large three-story brick hospital wing was added.

The original hospital soon was outmoded, and in 1915 Charles Greco was commissioned to design another tuberculosis hospital on the same site. The new three-story brick structure, arranged in a U-shaped plan, was opened in 1916. The original hospital buildings remained on the site behind the new larger hospital until 1939, when they were razed to make room for a new west wing built into the hill (Fig. 256). The most prominent feature of this new wing was a solarium, arranged in a functional series of stepped-back window walls.

After the Second World War, when tuberculosis was brought under control, the Cam-



257. Cambridge Water Filtration Plant, 1915-1922, George A. Johnson.



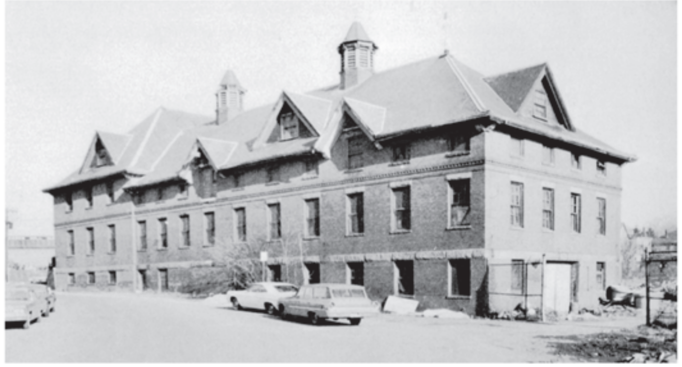
259. Window Detail, City Stable.

bridge Sanitorium became a redundant facility and was closed in 1965. The site was then purchased by the Archdiocese of Boston and all the buildings were razed except for the power plant and its landmark stack. In its place rose Sancta Maria Hospital (1966; Cutain & Riley), a compact six-story building of straightforward design set into the hill, having a splendid view of Fresh Pond and the golf course.

Other Facilities

Because of its urban fringe nature in the 19th century, Northwest Cambridge also acquired a number of necessary, but sometimes unpleasant, municipal facilities. The water works were originally located near Wyeth's ice house at Fresh Pond and have been continuously modernized and expanded. The design of the first pumping station of 1855 is unknown, but its replacement of 1872 was an impressive structure, though conservative in style (see *Old Cambridge*, Fig. 318), which was demolished in 1953 to make way for an automobile showroom at 275 Fresh Pond Parkway. In 1915 a new filtration and sedimentation plant was designed by George A. Johnson of New York, but the War interrupted plans and the Neo-Georgian building was not completed until 1922 (Fig. 257). Set attractively in Kingsley Park (250 Fresh Pond Parkway), the water facilities have been extended several times, most recently in 1960.

A large city in the late 19th century required permanent facilities for its draft horses, the prime source of all municipal motive power. Consequently, in 1896 Cambridge erected a large brick city stable, designed by George Fogerty, a local architect who had built numerous public buildings in the city. The vacated Parry Brothers brickyard (200 Raymond Street) was chosen as the site for the stable, a three-story building with a carriage elevator and stalls for some fifty horses (Fig. 258). The Queen Anne design was executed in finely crafted stone, brick and wood detail, reflecting the civic pride of the era (Fig. 259). The stable was demolished in 1970 for the Walden Square Housing Project. Nearby, at 93 Bolton Street, was the municipal incinerator (1939; M. Slotnick, builder), an austere Neo-Georgian building demolished in 1972.

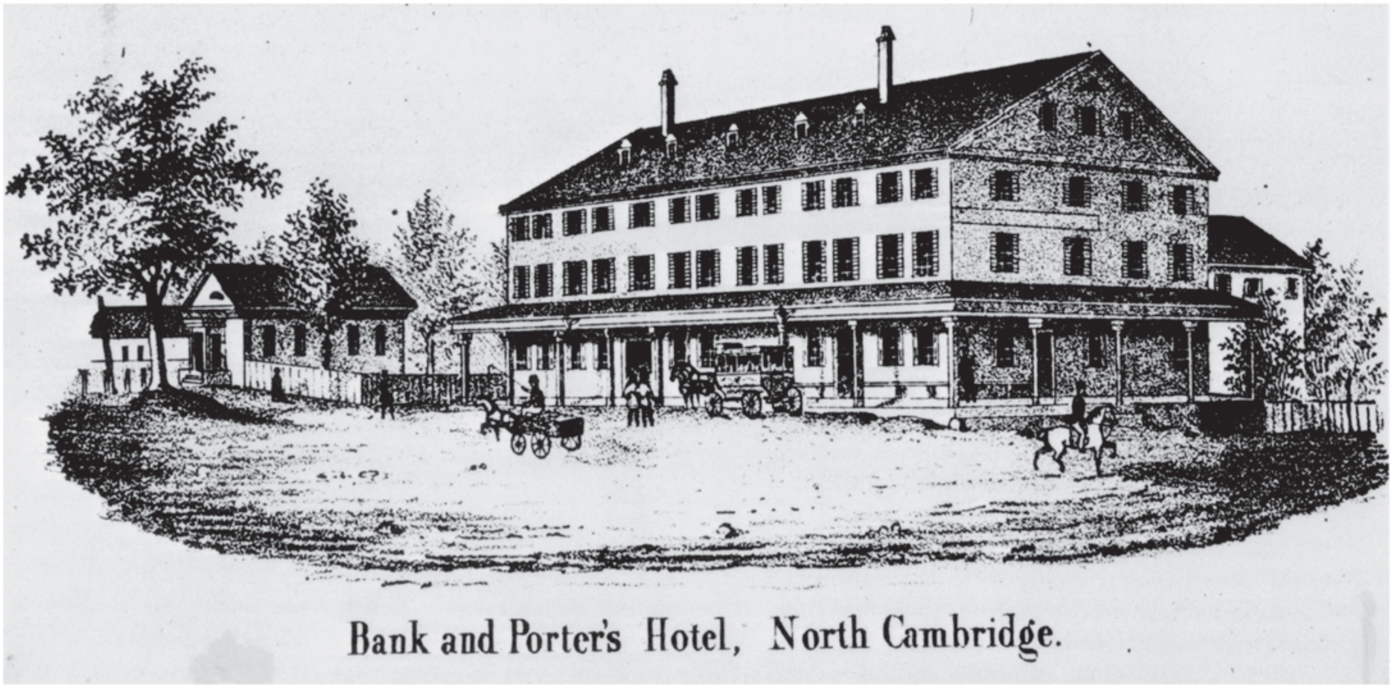


258. City Stable, 1896, George Fogerty. Demolished 1970.

Commercial Architecture

Taverns and Hotels

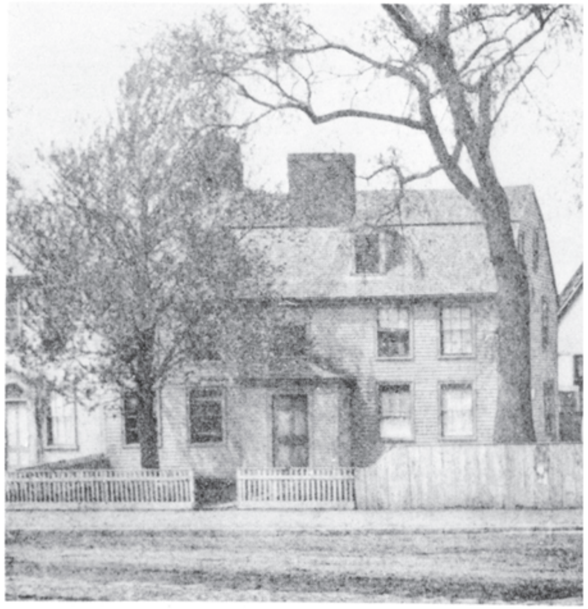
260. Porter's Hotel, 1831 (right), Market Bank, 1851 (left), with North Avenue Omnibus (right). Walling map detail, 1854.


Bank and Porter's Hotel, North Cambridge.

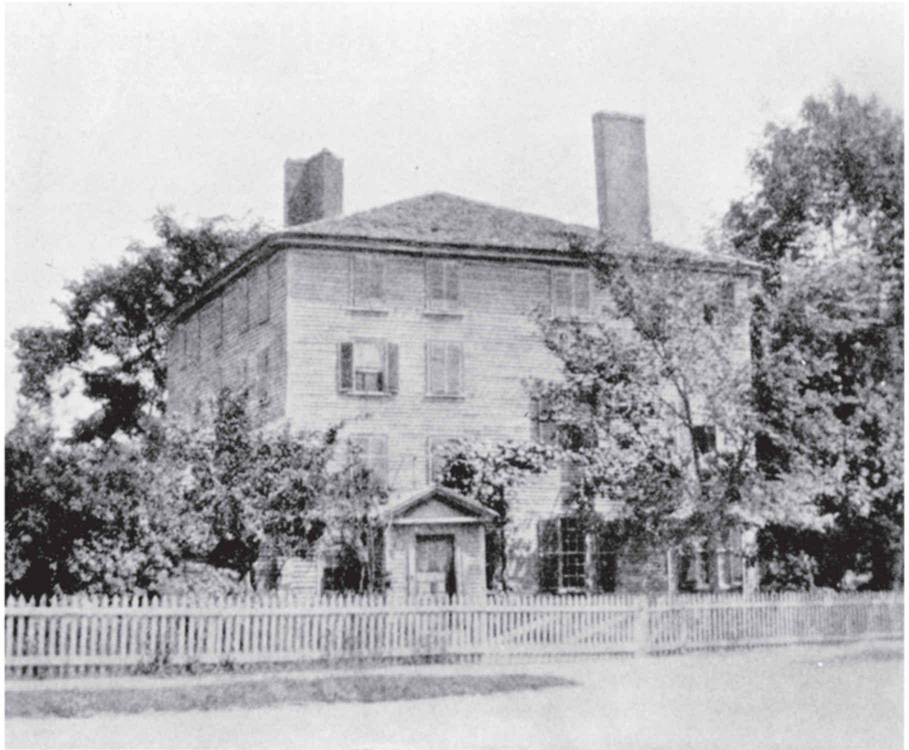
Given the location of Northwest Cambridge on the major highways west of Boston, it is not surprising that the taverns and hotels of the pre-railroad period served as important landmarks both for Cambridge and for the Boston area. There may have been a tavern along the Cambridge-Watertown highway during the 17th century, but the important Northwest Cambridge taverns date from the mid-18th and early 19th centuries. These were replaced in the mid-19th century by commercial hotels and were converted to residential tenements when travel shifted to the railroad.

The two most famous 18th century taverns were established in the 1760s in existing houses at major road junctions. These were the Cooper-Davenport Tavern, at the intersection of the Cambridge-Concord Road and the Medford-Charlestown Road (now site of St. James Church, Massachusetts Avenue and Beech Street), and the Richardson-Bird Tavern at the fork of the Watertown-Cambridge and Cambridge-Lincoln Roads (now Mt. Auburn and Belmont Streets). Jonathan Cooper originally built the Cooper-Davenport Tavern as his house in 1757-1758, and established a tavern there sometime before his death ten years later. A Newton merchant, John Pigeon, then bought the tavern from Cooper's widow, and it was during his ownership that William Dawes and British regulars passed by on their way to Concord and Lexington on April 18 and 19, 1775. Sold by Pigeon in 1777 to a Boston merchant, the Tavern passed through several hands until it was acquired by John Davenport in 1806, shortly after the opening of the Middlesex Turnpike.

The original Cooper house had a standard



261. Cooper-Davenport Tavern, 1991 Massachusetts Avenue (St. James Church site), c.1757, west wing 1808. Original portion demolished 1888, west wing moved to 81 Eustis Street, Somerville. Photo about 1885.



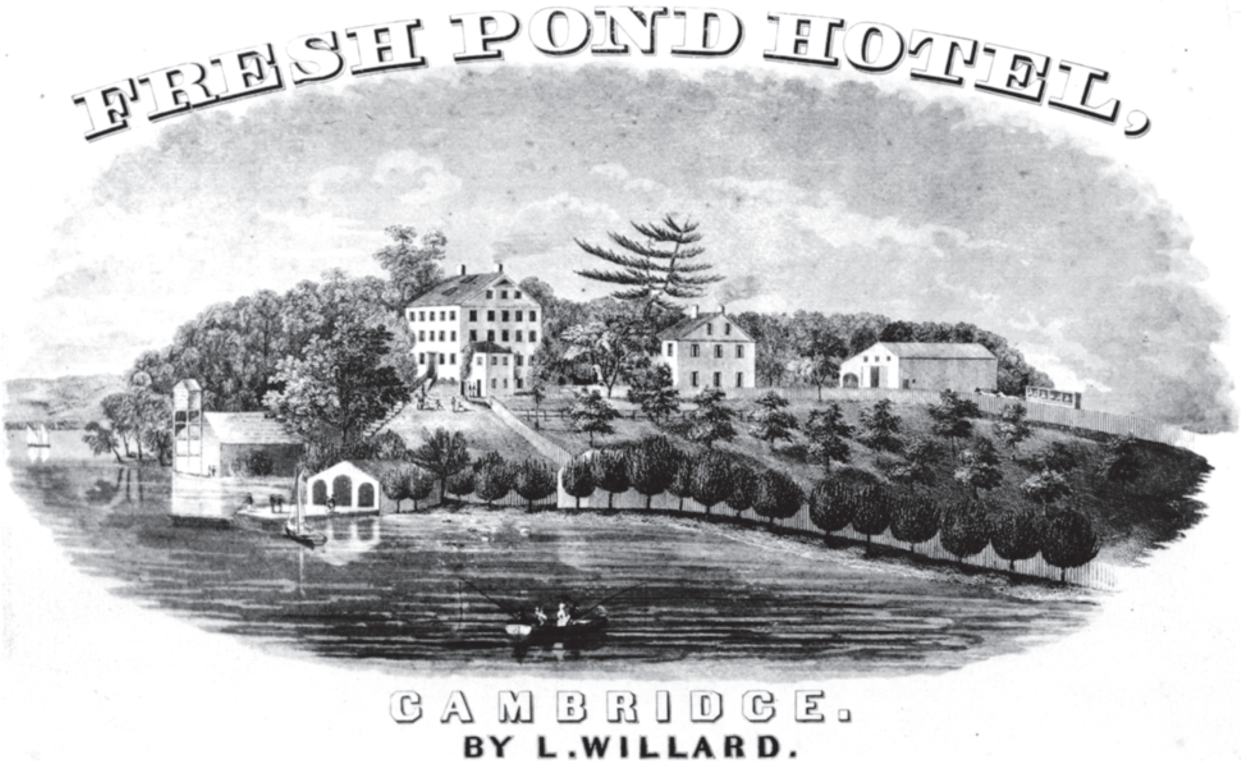
262. Richardson-Bird Tavern, Mt. Auburn and Belmont Streets, mid-17th century. Moved to site and remodeled c.1767, rebuilt c.1795. Demolished c.1910. Photo about 1890.

central chimney two-room plan with two stories and gable roof. Sometime before the Revolution, Pigeon doubled its size and changed the roof to a more fashionable gambrel. Davenport added a west wing with a hip roof (Fig. 261) and a fan light over the doorway. During the early 19th century the tavern was well known on the Boston-Concord road, particularly for a drink called a "flip". After the Cambridge Market Hotel opened across the road in 1831, the tavern became a local rooming house, and later a tenement. In 1888 St. James Church razed the Cooper-Pigeon section of the tavern, and the Davenport addition was moved to 81 Eustis Street in Somerville, where it still stands, covered with brown asbestos siding.

The Richardson-Bird Tavern was originally built in the mid-17th century as Samuel Stratton's house, and in 1682 it became the home of Dr. Pallsgrave Wellington, an early Watertown physician. By 1755 its owner, Francis Brinley, was renting out spare rooms, and in 1758 Edward Richardson was licensed to keep a tavern in the house. In 1767 the tavern was moved across the Watertown road. During the Revolution it sheltered cannon taken from British patrols in 1775, and housed Burgoyne's men after their capture at Saratoga in 1777. The Tavern was purchased by Jonathan Bird in 1795 and enlarged to include three stories and a hip roof. The Richardson-Bird Tavern served as a local hostelry during most of the 19th century, until it was demolished for a store block c. 1910. (Fig. 262).

After the opening of the West Boston Bridge in 1793, Fresh Pond became a popular recreational area for Bostonians. Capitalizing on the popularity of the area, Jacob Wyeth in 1796 purchased his father's land overlooking Fresh Pond and the next year hired housewrights

263. Fresh Pond Hotel
(now site of Kingsley Park overlook).
Lithograph about 1845.



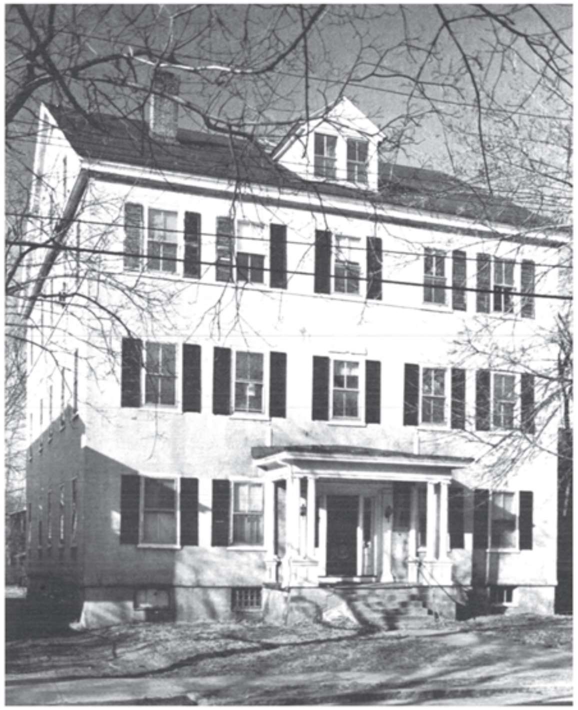
(probably John Walton and Joseph Moore) to erect a large resort hotel in the Federal style (now site of Kingsley Park Outlook). For the next thirty years Jacob Wyeth and his family operated the hotel as a favorite retreat for Bostonians. The creation of nearby Mount Auburn Cemetery in 1831 increased the hotel's popularity, and the building was remodeled with Greek Revival gables and trim c. 1838. Further business for the hotel was assured when the Watertown Branch Railroad opened in 1847, taking Bostonians directly to the area. By this time the Fresh Pond Hotel was managed by Lyman Willard, who sold stencilled china and lithographs of the hotel carrying his name in bold letters (Fig. 263).

Fresh Pond, however, was also the scene of the Spring ice harvests, and by the Civil War ice houses were disturbing the otherwise tranquil setting of the hotel (see Fig. 27). Though ownership of the Fresh Pond Hotel passed out of the Wyeth family, the hotel continued to serve as a favorite site for gala Boston social events for another generation. In 1886 the Cambridge temperance laws brought the soirees to an abrupt end, and in 1886 the hotel was purchased by the Sisters of St. Joseph for use as a convent. This use proved short-lived, however, for in 1891 all the buildings around Fresh Pond were removed by the City for the creation of Kingsley Park. The Fresh Pond Hotel was moved to 234 Lakeview Avenue and converted into apartments in 1893. Today it stands in much the same form as it did in the 1840s (Fig. 264), but with a 20th century covering of stucco.

Perhaps the most well known 19th century Cambridge hotel was Porter's Hotel, built in 1831 by Ralph Day at Massachusetts Avenue opposite Beech Street. In 1830 Sylvester Edson of Woodstock, Vermont purchased land from a member of the Davenport family and erected the Cattle Market Hotel on the site of the former Gove House (Fig. 265). The design of the hotel was transitional, combining a Federal double center-hall plan with Greek Revival pedimented gables, a long veranda with Ionic columns, and correctly entablatured doorways.

In 1837 the Cattle Market Hotel was purchased by George Meacham, a local speculator,

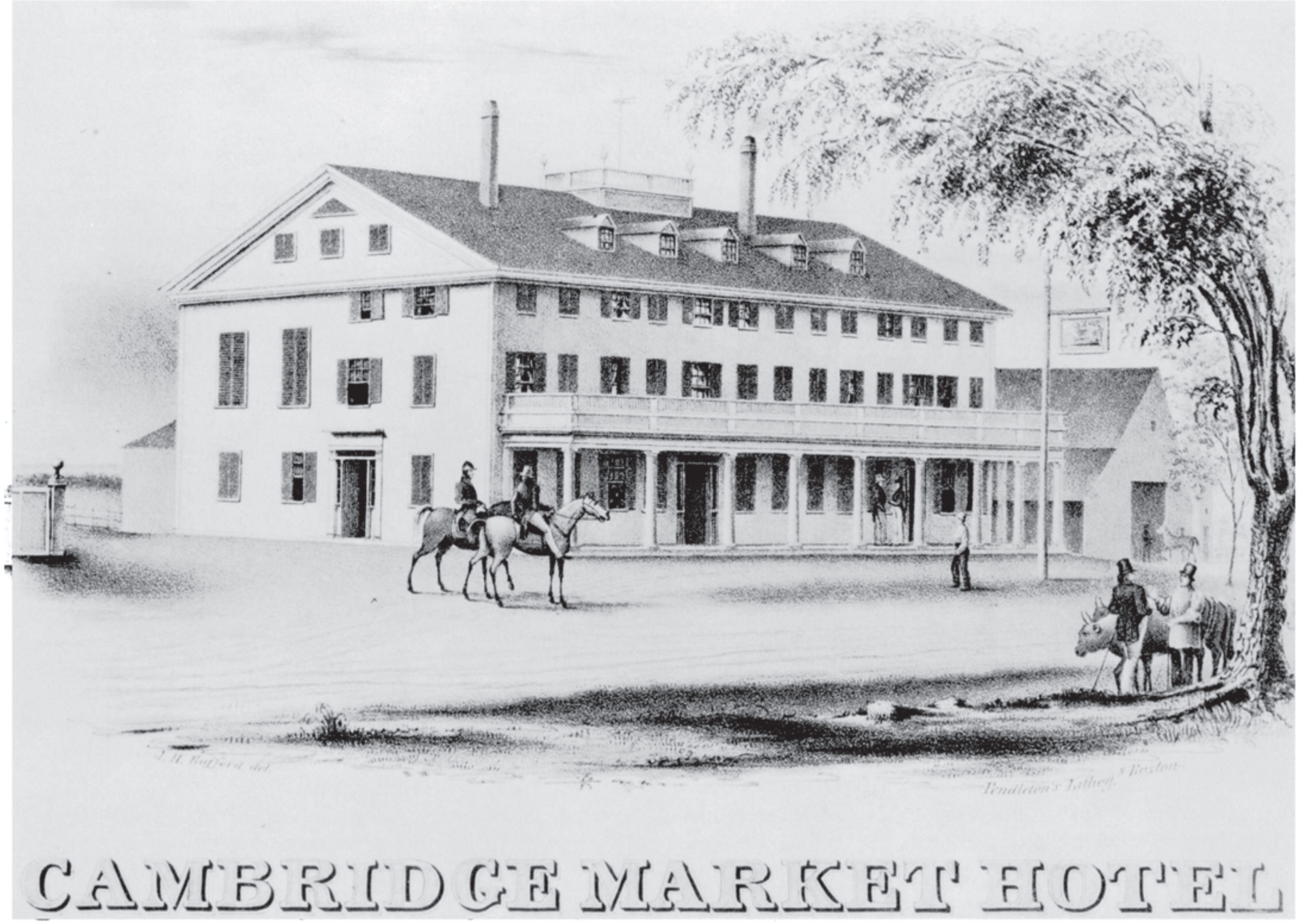
264. Fresh Pond Hotel,
234 Lakeview Avenue, 1796-1797.
Remodeled c.1838. Moved
from Kingsley Park 1892.



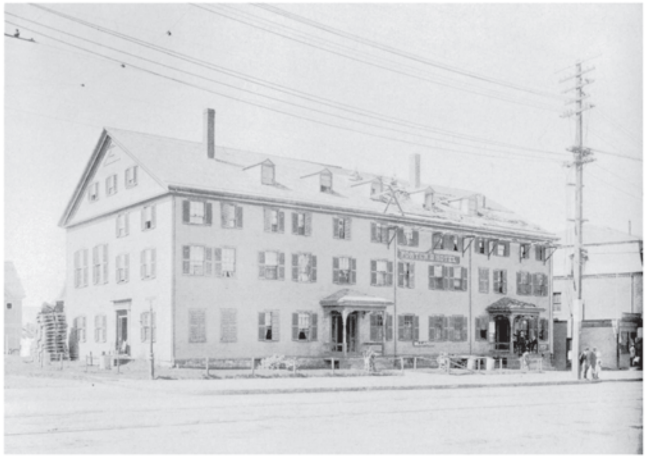
Ebenezer Kimball, a stagecoach operator, and Zachariah Porter, a cattle dealer in the Brighton Cattle Markets, who renamed it Porter's Hotel (see Fig. 260). When the Fitchburg Railroad opened its main line behind the hotel in 1843-1845, Porter's Hotel became the center of the North Cambridge Cattle Market. Beef could now be brought directly from central Massachusetts and prepared at Porter's slaughterhouse nearby. The prime loin cut of beef was regularly served at the hotel and soon became known throughout Boston as "Porterhouse steak".

Porter died in 1857 and ten years later the North Cambridge Cattle Market closed. The hotel, however, continued as a local social center for North Cambridge, little changed except for the removal of its columned portico (Fig. 266). In 1909, Porter's Hotel succumbed to commercial development along Massachusetts Avenue and was razed for a block of stores.

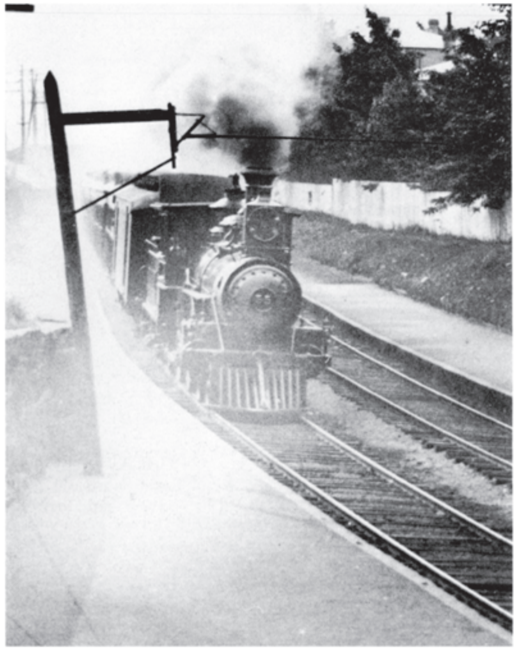
265. Cambridge Market Hotel (later Porter's), 1831, Ralph Day. Lithograph 1833, J.H. Bufford.



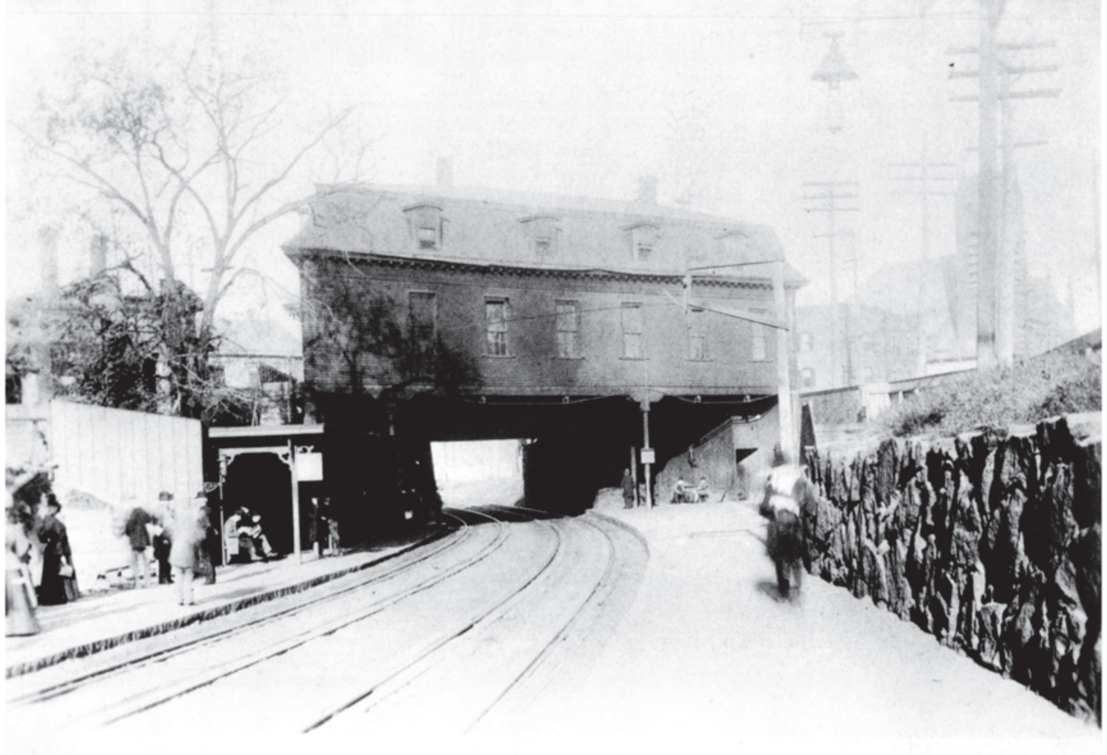
266. Porter's Hotel,
1974-1980 Massachusetts Avenue,
Demolished 1909. Photo about 1900.



Two other hotels were built in North Cambridge in the 19th century. The Elm House was opened in 1841 in the former Isaac Watson house (c. 1739) at 2325 Massachusetts Avenue at the corner of Woodbridge Street. Greatly expanded from its 18th century form, the house served as a local hostelry and later as a tenement until its demolition in 1881. In 1848 the Trotting Park House was opened by Kidder and Reed beside their Race Course on Cedar Street, which had been the chief sporting attraction for visiting cattle drovers since 1837. Operated by Hiram Woodruff, the hotel also served as temporary quarters for brickyard superintendents, and when the Race Course was subdivided in 1855, the hotel became a boarding house. The hotel was remodeled into a tenement in 1869-1870, when Dudley Street was developed as a factory district. In its revised form the building still stands at 1-5 Cedar Square (1-3 McLean Place), though little evidence of the original Trotting Park House remains.



267. Train Approaching Porter's Station. Photo about 1890.

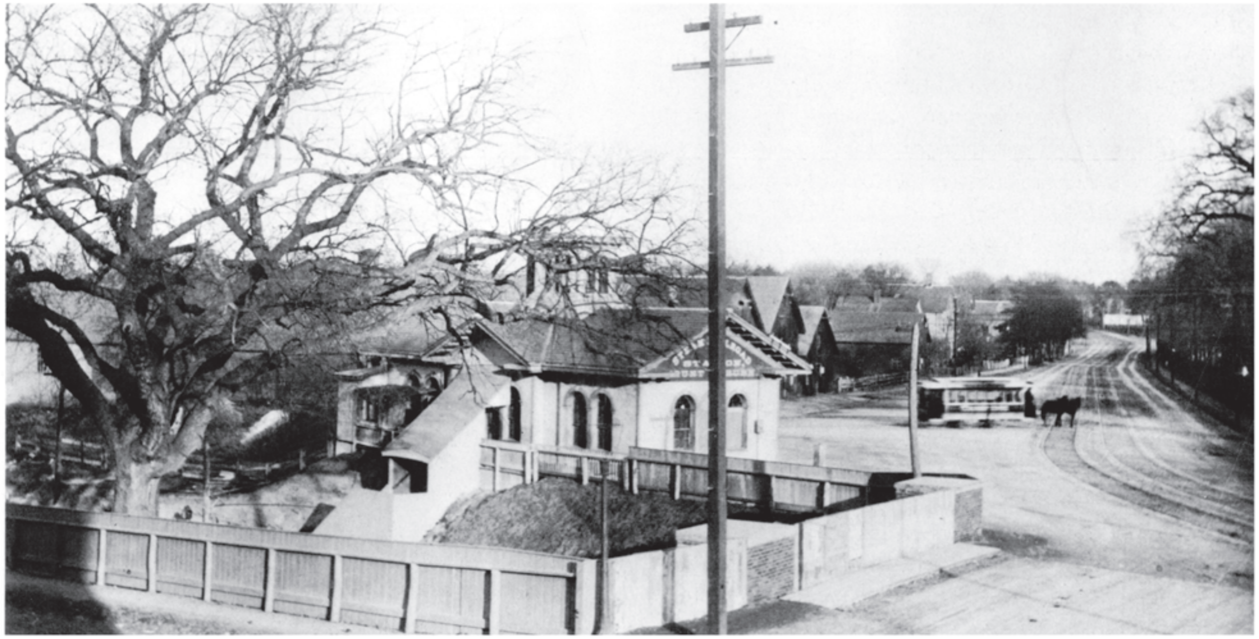


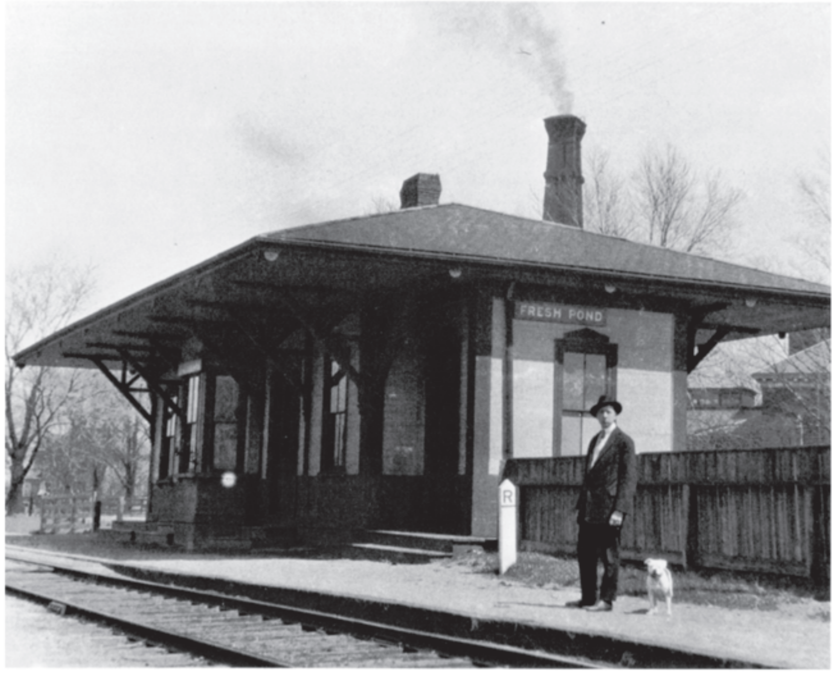
268. First Porter's (Cambridge) Station, Massachusetts Avenue Bridge, 1843-1845. Photo about 1890.

Railroad Stations

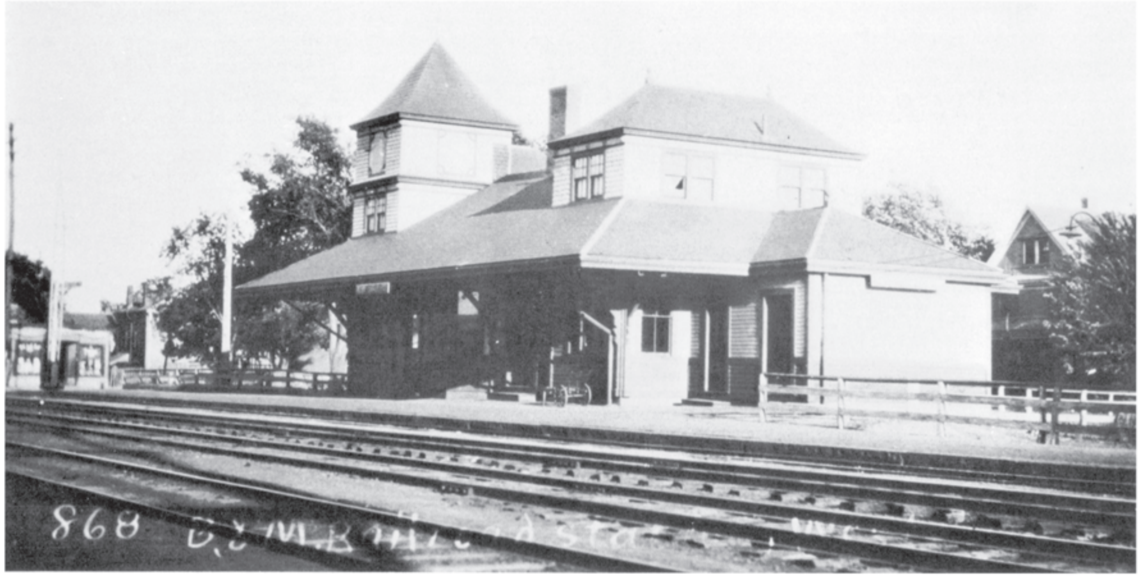
Both in symbol and in function, the railroad station served as the gateway to suburban Northwest Cambridge throughout the 19th century. Suburban stations were initially built on the periphery of Old Cambridge along the Fitchburg Railroad and its branches in the 1840s (see Fig. 42). The principal suburban depots were Porter's in North Cambridge at the Avenue, and Mount Auburn near the Cemetery and Strawberry Hill. Secondary depots were Fresh Pond near the Wyeth Hotel, Brickyard (later West Cambridge) at Sherman and Bolton Streets, and Hill's Crossing at Blanchard Street on the Belmont-Cambridge line. At a somewhat later date, the Central Massachusetts Railroad established the North Cambridge station at Massachusetts Avenue and Cedar Street. All of these stations except the first were closed early in the 20th century when electric street railways and rapid transit replaced steam railroad commuter service.

269. First Mount Auburn Station, 701 Mt. Auburn Street, 1846-1847. Demolished c.1895. Carbarns (right). Photo about 1890.





270. Fresh Pond Station,
245 Lexington Avenue, 1876-1877.
Demolished 1925. Photo about 1920.



271. West Cambridge (Brickyards) Station,
137 Sherman Street, 1886, W.W. Lummers.
Demolished 1933. Photo about 1920.

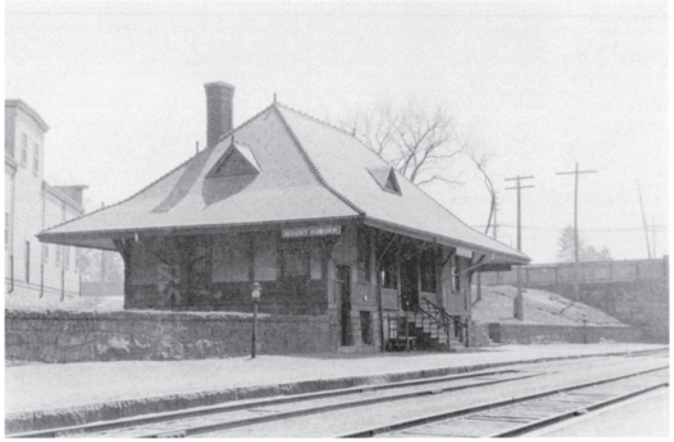
Early passenger depot design was founded upon English railway architecture of the 1820s and 1830s and adopted by the first Boston area railroads in the mid-1830s. The typical station offered two adjacent waiting rooms — a ladies' sitting room and a gentlemen's smoking room — and had a ticket window, baggage office, and a large clock. The suburban station serving the daily commuter was developed as an architectural type after the introduction of commuter tickets by the Fitchburg and other Boston area lines in the mid-1840s. Thus, the suburban passenger stations of Northwest Cambridge were among the first of their type in the Boston area.

Porter's depot (1843-1845) was located near the site of the present Porter Square station at Somerville and Massachusetts Avenues, serving the Fitchburg tracks. The station was a simple one-story, two-room structure with applied Italianate and Gothic details. In 1869 a second story Mansard roof was added, and the station was moved to the North (Massachusetts) Avenue bridge over the passenger platforms (Fig. 268).

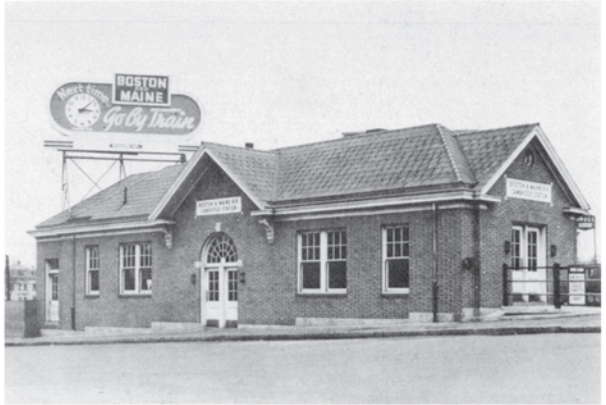
The Mount Auburn depot (1846-1847) on the Watertown Branch (now 701 Mt. Auburn Street) was a sophisticated architectural statement for its day, befitting the tone of the famous cemetery across the road (Fig. 269). The depot followed a cruciform plan with a center cupola; Italianate features were elegantly handled in wood with fine keystone surrounds highlighting the austere coupled arch windows. The walls of flushboard siding were capped by a deep cornice supported by modillions. The composition shows knowledge of English architectural models, and may have been the work of Richard Upjohn, who had designed Italianate stations for other Boston railroads.

By the Civil War, the suburban depot had developed a standard form in which exaggerated decorative features also served as functional elements. Typical of these mid-century designs was the Fresh Pond station (1876-1877) at the foot of Lakeview Avenue, demolished in 1925 (Fig. 270). Here, the single-story, two-room plan was dominated by the protruding telegraph operator's bay and the deep roof eaves, which served both to define and protect the open passenger platform. The West Cambridge station at Sherman Street (1886; W. W. Lummers, architect; demolished) varied this formation, retaining the platform shelter but employing vernacular Queen Anne detail on the irregularly massed structure (Fig. 271).

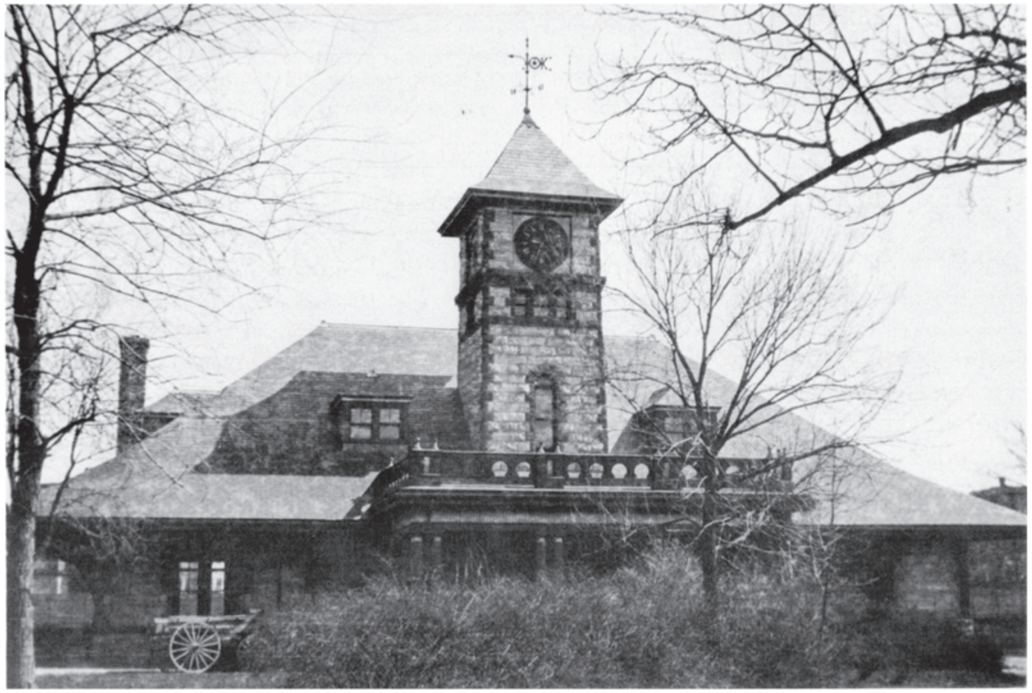
In commissions for Boston area commuter railroads during 1881-1885, Henry Hobson Richardson designed a series of stone Romanesque stations whose massive roofs extended beyond the walls to serve as passenger shelters and porte-cocheres. This solution was used when Mount Auburn and Porter's depots were replaced by larger and more substantial stations in the 1890s. The second Mount Auburn station (1894-1895, razed 1933) merged the Richardson elements of the broad-eaved hip roof and stone foundation with the traditional vernacular of the wood stations (Fig. 272). The Cambridge station that replaced Porter's at 1845 Massachusetts Avenue (1897; W. W. Lummers, architect; razed 1938) was one of the most noteworthy architectural landmarks of North Cambridge



272. Second Mount Auburn Station, 701 Mt. Auburn Street, 1894-1895. Demolished 1933. Photo about 1920.



274. Third Cambridge Station, 1875 Massachusetts Avenue, 1935-1938. Remodeled 1968. Neon sign 1939. Photo about 1940.



273. Second Cambridge Station, 1845 Massachusetts Avenue, 1897, W.W. Lummers. Demolished 1938. Photo about 1930.

(Fig. 273). Its design was Richardson Romanesque, having random ashlar walls and a massive dormered hip roof. As the principal railroad station for Cambridge, it was also given a large clock tower and heavily-columned porte-cocheres, in Neo-Georgian style. This station was replaced in 1935 by a Neo-Georgian structure on the north side of the tracks (Fig. 274), to which a disfiguring floor of offices was later added.

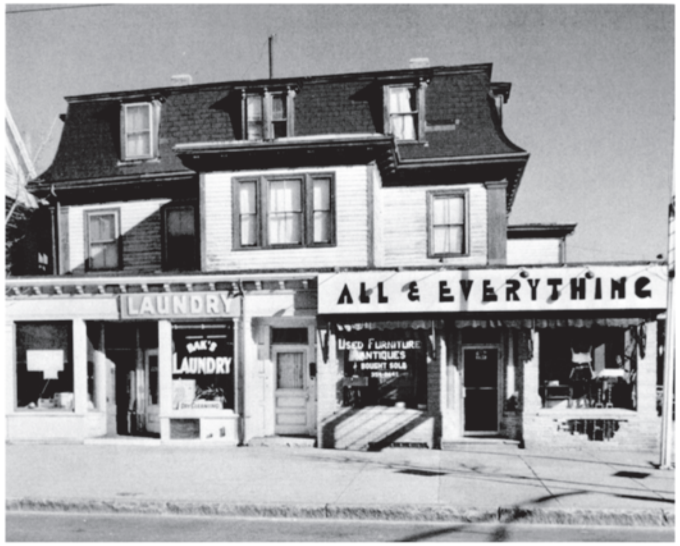
Retail Stores

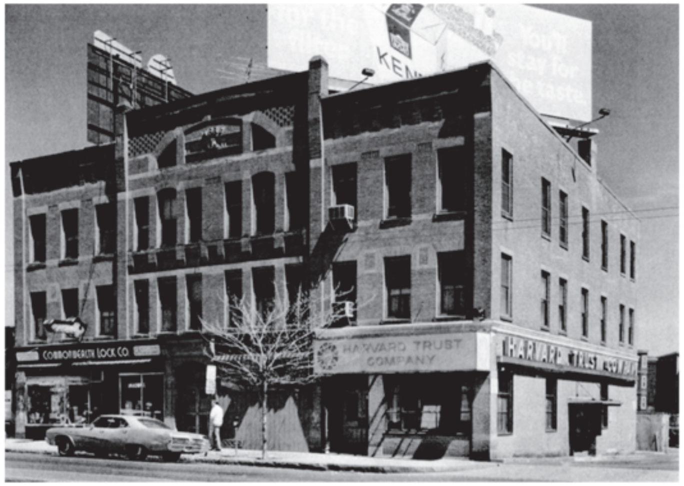
The retail store that so dominates the present streetscape of Northwest Cambridge is a relatively recent architectural form which was developed to meet the needs of the growing suburban community. The initial commercial growth of present Porter Square emerged from the group of colonial shops and houses that lined the Concord Highway (Massachusetts Avenue) from the Middlesex Turnpike (Somerville Avenue) to Watson's Pond (Russell Street). When the railroad was surveyed in 1841, Bollis' store (now the site of 1876 Massachusetts Avenue) was already in operation, and a small commercial cluster soon developed around the depot off the North Avenue bridge (see Fig. 26).

These mid-19th century shops in Porter Square have long been demolished, but a few examples survive in North Cambridge neighborhoods. Their scale is domestic, and they follow the standard house plans of the period. The first floor was used as merchandising space, while the storekeeper's family generally lived upstairs. George Meacham's store at 2267-2275 Massachusetts Avenue, the oldest shop, has been layered with additions by continual commercial use since it was built in 1852-1853 (Fig. 275). The original store was a two-story center-hall Greek Revival building identified by the corner pilasters. In 1870 the property was bought by Peter Underwood, who added the Mansard roof; its present form was achieved in the late 19th century, when the shop fronts were extended to the sidewalk. Another early example is 28-30 Regent Street, which was once Charles Bruce's dry goods store, built in 1855 and moved to 2060 Massachusetts Avenue in 1889.

The first business blocks in Northwest Cambridge were erected along North Avenue between the railroad depot and Watson's Pond after the Civil War. The earliest was Potter's Block, built in 1875 (site of 1994-2006 Massachusetts Avenue). It was a three-story building capped by a stylish Mansard roof, with street-floor shops and commercial space and apartments above. Potter's Block was demolished in

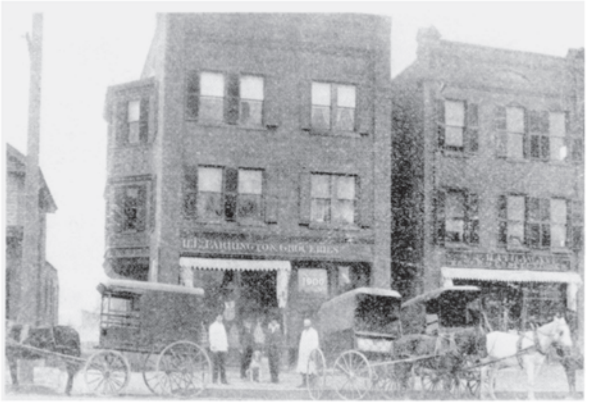
275. Meacham-Underwood Store, 2267-2275 Massachusetts Avenue, c.1853. Roof added 1870. Street stores c.1895.





276. Lovell Block, 1851 Massachusetts Avenue, 1882.

277. 1900-1910 Massachusetts Avenue, 1886, R.H. Hine. Photo about 1895.



1927 for the Porter Theatre, presently the Charrette store.

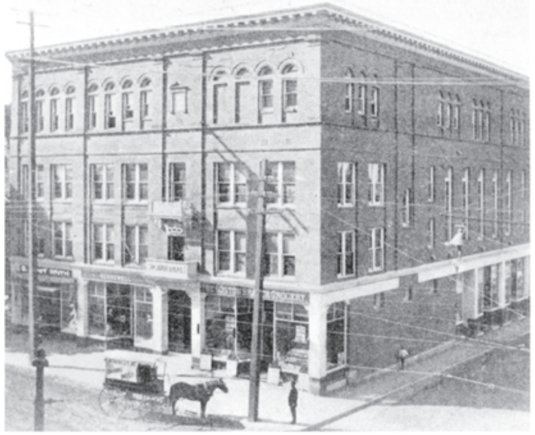
The nucleus of modern Porter Square was formed during the 1880s around the Fitchburg depot at the North Avenue bridge. The finest of the group is the Lovell Block of 1882 at 1851 Massachusetts Avenue, a four-story building of brick with cast iron interior supports (Fig. 276). The facade is detailed in a popular rendition of Ruskinian polychrome corbelled brick and cut granite. Emphasis is given to the upper story by a tripartite arch motif that frames the builder's date and signet stone. Across the bridge are a handsome pair of brick buildings combining commercial and residential space, the former Hathaway Bakery at 1900 Massachusetts Avenue (1886; R. H. Hine, builder) and 1904 Massachusetts Avenue (1888; Fig. 277). Of similar style is the brick row at 2026-2040 Massachusetts Avenue (1896; George Small, builder), which has a delicate wrought iron balcony that enlivens an otherwise grim facade.

The largest business block in Porter Square was the Odd Fellows Building, which stood at 2072-2078 Massachusetts Avenue until destroyed by fire in 1968 (Fig. 278). Designed by G. L. Nicholson in 1892, the straightforward and well-proportioned facade was dressed granite and cast iron, capped by an imposing cornice. The one extravagance was the gold chain of the I.O.O.F. which hung from the balcony over the entrance. The four-story building had retail shops on the street floor, professional offices above, and a commodious meeting hall on the top floor. A building of similar austerity is the former North Cambridge Post Office at 1876 Massachusetts Avenue, a restrained Neo-Classical design of Roman brick (1902; Bacon and Mears). The last multi-storied business buildings in Porter Square were erected just before the First World War: the "Newtowne", at 1925-1927 Massachusetts Avenue (1909; Prescott & Snelotten), and the Mutual Realty Building, at 1953-1957 Massachusetts Avenue (1915; G. A. Proctor), both of brick, trimmed with cast stone, in the Neo-Gothic style.

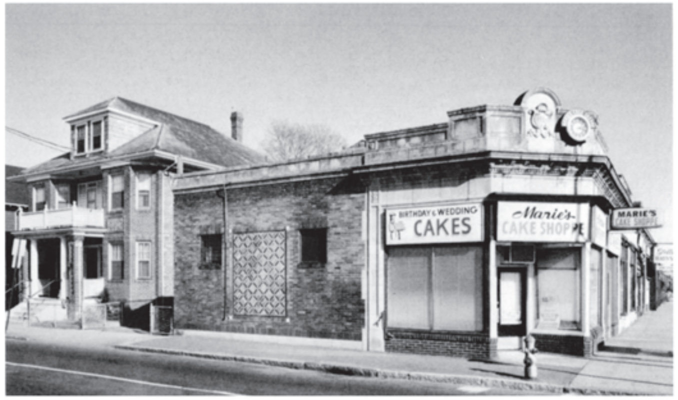
By the late 19th century, commercial development had expanded into the suburban neighborhoods of North Cambridge. Here business blocks were built of wood, imitating the decorative work of the residential architecture. The plan was similar to the three-decker, having stores on the ground floor and residential units above. Corner locations were especially prized because they afforded opportunity for bays and towers that were popular expressions of the Queen Anne and Colonial Revival styles. Best preserved from this period is 2456-2460 Massachusetts Avenue, built by Harvey Taylor in 1890. Each corner of the building is marked by a shingled diagonal bay, and the right-hand store front still retains its original fenestration, a large plate glass window surrounded by small lights.

Although shorn of its fine corner tower, the Masse Hardware building at 241-249 Walden Street at Sherman Street (1898; Ralph Dow) still serves as a local landmark because its original owners have continued the 19th century retail tradition now rare in Cambridge (Fig. 279). Other store and residential blocks in the area include the deep-shadowed stucco structure at 373-379 Walden Street at Concord Avenue (1912; Herbert G. Mason).

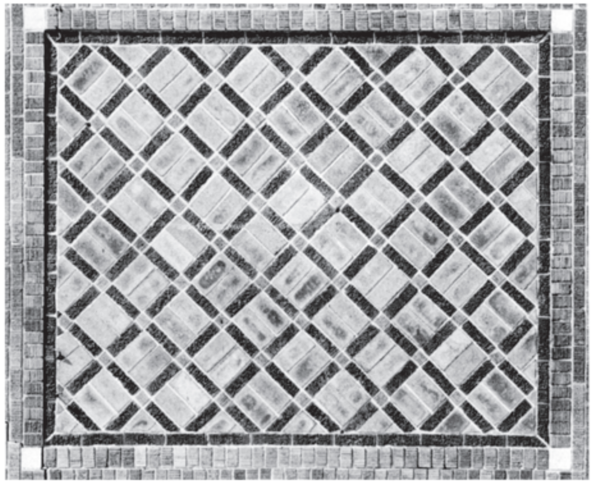
After the turn of the 20th century, commercial activity increasingly followed residential building along the streetcar lines, and a number of single-story store rows were put up at the trolley stops on Belmont Street, and on Massachusetts, Huron, and Concord Avenues. Most were built for two to five shops, each with its own street entrance and rear service door. Good lighting and inviting display called for a facade of plate glass with a grid of small transom lights above. Store names were either lettered directly on the glass or hung above the window on



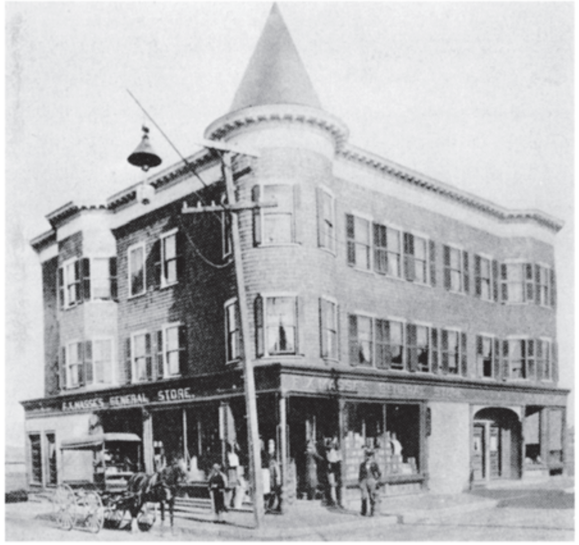
278. Odd Fellows Block, 2078 Massachusetts Avenue, 1892, G.L. Nicholson. Demolished 1968. Photo 1895.



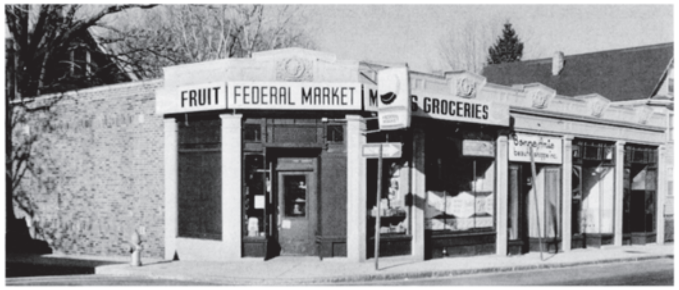
280. 2255-2267 Massachusetts Avenue, 1922, Nathan Douglas.



281. Dover Street Wall Detail, 2267 Massachusetts Avenue.



279. Masse Block, 1898, Ralph Dow. Photo about 1910.



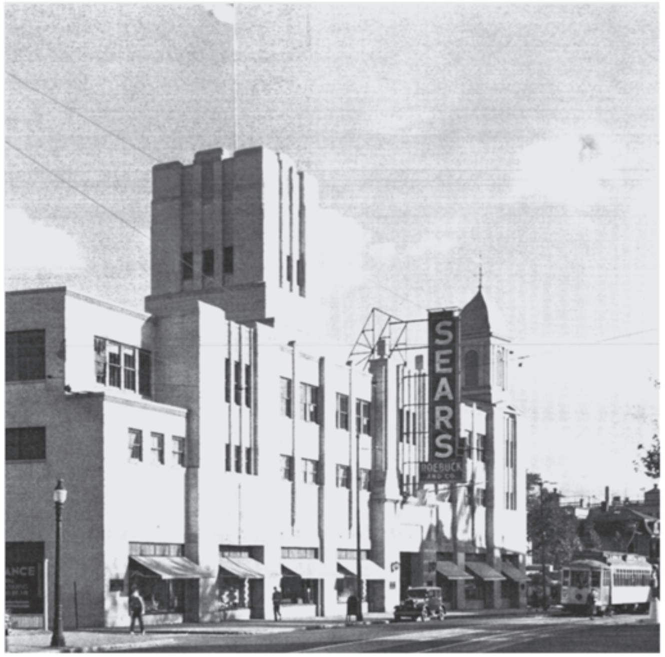
282. 266-270 Concord Avenue, 1925, Barry B. Levy.

wood sign boards. Most of these commercial rows were built as rental space for neighborhood retail services — drug stores, barber and beauty shops, bakeries and grocery stores, shoe repairs and dress makers, and the ubiquitous corner "spa", the New England equivalent of the candy store and soda shop.

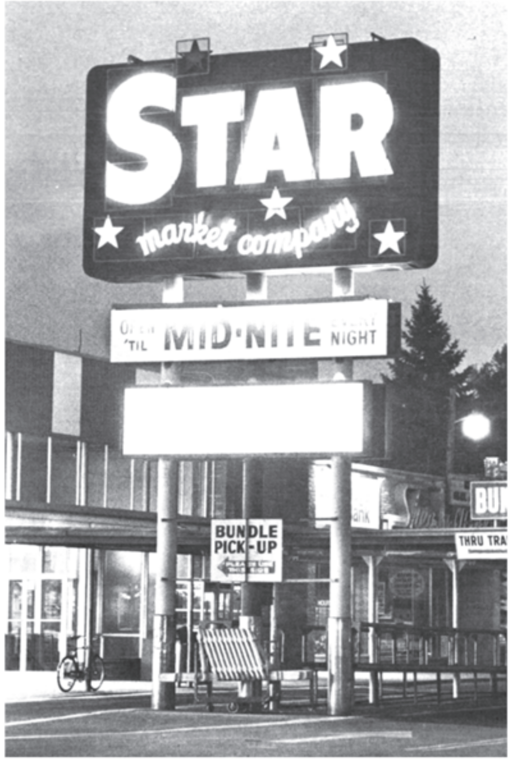
Initially the store blocks assumed Colonial Revival motifs and were built of wood with ponderous cornices of pressed metal, as in the row at 2445-2449 Massachusetts Avenue (1900; A. S. Hill, builder) or the triangular block at 2408-2420 Massachusetts Avenue at Cedar and Harvey Streets (1909; G. M. Taylor), the original location of Lynch's Drug Store (see Fig. 58). By the First World War the neighborhood store block had become more substantial and was constructed of masonry, as in the corner block at 161-163 Huron and 208-212 Concord Avenues (1921; John F. O'Brien, builder), whose brick piers are faced in a geometric pattern. After the war, cast stone trim with Neo-Classical ornament became quite popular among local builders, who used it in profusion on cornices and parapets. Often the cast stone was combined with intricate brickwork on the side-street walls, as in the striking example on the Dover Street side of 2255-2267 Massachusetts Avenue, designed in 1922 by local architect Nathan Douglas (Figs. 280, 281). Less elaborate variations of this form were built throughout the 1920s and early 1930s, as in the well-preserved row at 266-270 Concord Avenue (1925; Barry B. Levy; Fig. 282).

The familiar concentration of department stores in a central business district that was the hallmark of the 19th century downtown was seriously eroded after the First World War because of the shift of the middle class into the suburbs. Quite naturally, the stores followed their customers, and Northwest Cambridge became the focus of a retail center for suburban Boston, as it was well traversed by major auto highways and transit routes. It was here that the first examples of the suburban department store, supermarket and shopping center were built in Cambridge.

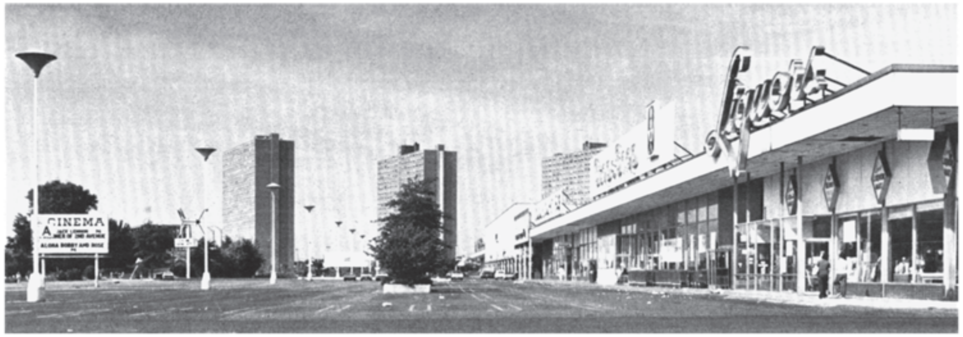
In 1925 Sears, Roebuck & Company pioneered the suburban department store in the United States. Three years later, Sears built its Cambridge store at 1815 Massachusetts Avenue (Fig. 283). The site was on the busy streetcar line between Harvard Square and Arlington, directly opposite the North Cambridge railroad station. Designed by George C. Nimmons & Company of Chicago in 1928 (the same firm that had designed the other Sears stores), the architectural conception shows the effects of the Art Deco style that was just then coming into fashion. The delicate floral ornament is nearly lost on the vast facade of Milwaukee brick,



283. Sears, Roebuck & Co.,
1815 Massachusetts Avenue,
1928, George C. Nimmons.
North Avenue
Congregational
Church (right).
Photo 1935.



284. Neon Sign,
Porter Square Shopping Center,
55 White Street, 1957, Mobeco, Inc.



285. Fresh Pond Shopping Center,
150-202 Alewife Brook Parkway,
1962, Samuel Glaser.
Rindge Towers (left).

which sheathes a simple steel skeleton (see Fig. 330). The service tower provides the central focus, transforming the massive bulk into a miniature skyscraper adrift in Porter Square. The store has been modernized: a neon sign was installed in 1934 and a rear extension was built in 1959.

The retail food market followed the department store into the suburbs. The first "super markets" were opened during the Great Depression as wholesale grocery outlets. Initially, these were established in converted sheds and garages, which had extensive floor space and convenient parking. Such was the case at the former streetcar barns at 693-695 Mt. Auburn Street, which were refurbished in 1935 to become the Big Bear Market (now Star Market Company; 1952, 1971). By the Second World War the extended shed plan of the supermarket had become standard, as seen in the former First National store at 165-171 Huron Avenue (now The Lower Story), designed in 1942 by Herman L. Peer with a plate glass facade topped by a cast stone parapet in the Moderne Style.

After the Second World War the department store and supermarket were united in a single architectural ensemble to form the suburban shopping center. The first examples in the Boston area were opened during 1950-1951 along the suburban axis of State Route 9 at Chestnut Hill in Newton, and Shopper's World in Framingham. An embryonic shopping center in Cambridge, White Village, was built beside the Alewife Brook Parkway and Concord Avenue in 1949. However, full development of this center was never realized beyond the A & P supermarket, Fresh Pond drive-in theater, and the Howard Johnson's restaurant.

The conception of the Porter Square Shopping Center dates from 1952, when the magnificent Rand estate had been cleared for development between Massachusetts and Somerville Avenues, and White, Elm, and Davenport Streets. The project was delayed for several years until the commitment of the supermarket and department store could be obtained. The final design of 1956 by Feer & Nast was typical of suburban shopping centers in the post-war decade: an anchor of major stores with an extended row of retail shops strung along the edge of a large parking lot. The one item of design interest is the Star Market Company neon sign (1957; Mobeco, Inc.; Fig. 284), which translates the store's name into an image of twinkling stars.

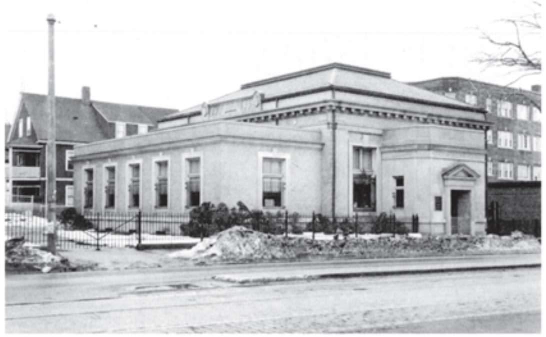
Realization of a West Cambridge shopping center was assured in 1956, when the Prest-O-Lite complex between Alewife Brook Parkway and New Street was acquired by Max Wasserman, a local contractor. Here again, development took several years, and the eventual design by Samuel Glaser Associates was not made until 1962. The Fresh Pond Shopping Center has an immense scale, set behind a vast parking apron, each end marked by a large department store with gigantic neon signs (Fig. 285). In the center is a two-story block of professional offices and retail stores; the whole complex is linked by a canopied walkway, the one concession to pedestrian comfort.

Banks

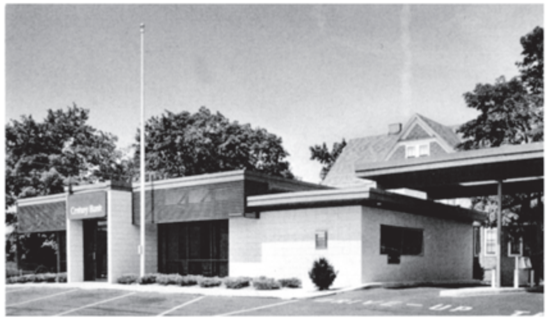
Bank buildings have long been symbols of confidence, strength and stability. Even in a modest suburban area such as Northwest Cambridge, where banks have been local institutions, the traditional architectural symbolism has been continued. The earliest in the area was the Market Bank (on the present site of 1958 Massachusetts Avenue), which opened in 1851 as an adjunct to the Cattle Market near Porter's Hotel. The Market Bank was a small brick building with transitional features — a Greek Revival pedimented gable and pilastered portico, and a bracketed cornice and corner quoins in the Italianate manner. Carefully decorated, the diminutive bank offered a fitting contrast to the exuberant mass of Porter's Hotel next door (see Fig. 330).

When the Cattle Market closed at the end of the Civil War, the bank was used as St. James Chapel until 1872, when it was returned to its original use, becoming the North Avenue Savings Bank. In 1889 the building was remodeled, but even the expanded quarters soon proved inadequate and in 1906 a more imposing structure was erected at 1960 Massachusetts Avenue (Gay & Proctor, architects; Fig. 286). The new building was a careful presentation of the monumental Neo-Classical style, a large single-story building of Roman brick with granite trim. Although the imposing facade was visually weakened by the addition of a bulky Neo-Georgian portico in 1948, the North Avenue Savings Bank still serves as the architectural focus for Porter Square.

Further up the Avenue, the Neo-Georgian style was used in 1926 for the North Cambridge Co-op Bank at 2360 Massachusetts Avenue (Charles R. Greco, architect). The facade is correctly scaled and rather delightful, with its swag panels and urn finials cresting the parapet. In a remodeling (1969; Stull Associates) the vault was dramatically exposed and surrounded by bands of warm color. This treatment reflects the relaxing of attitudes toward bank architecture since the Second World War and the advent of suburban banking. Typical of this new approach is the Harvard Trust Company's branch at 611 Concord Avenue (1964; John R. Abbot), a reserved statement in concrete and brick veneer, and the remodeling of a doughnut drive-in into the Century Bank at 2315 Massachusetts Avenue, using sun louvres and landscaping (1974; Laurence L. Rubin, architect; Fig. 287).



286. North Avenue Savings Bank, 1960 Massachusetts Avenue, 1906, Gay & Proctor. Portico 1948.



287. Century Bank, 2315 Massachusetts Avenue, 1958. 1974, Laurence L. Rubin.

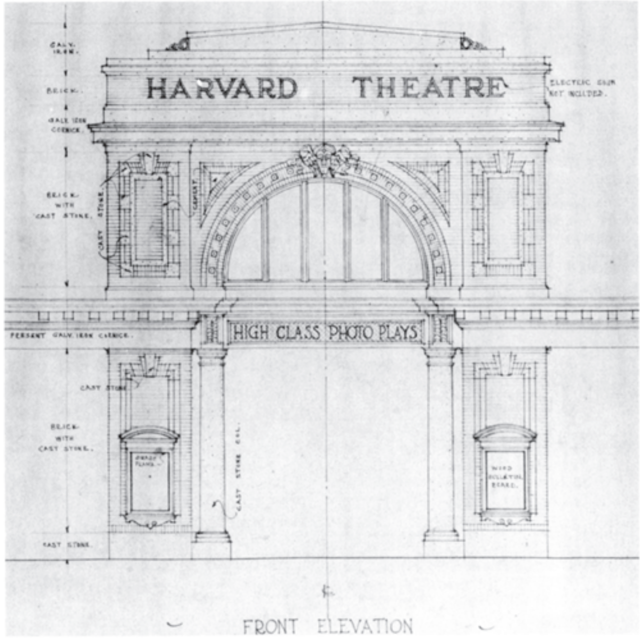
Movie Theatres

Northwest Cambridge has witnessed the full history of the movie theatre, with examples ranging from converted halls to the drive-in cinema. The first building designed for motion pictures in Cambridge was the Olympia Theatre, formerly in Central Square (1910; Charles R. Greco, architect; demolished), a large vaudeville theatre with film projectors and screen.

The finest of the early group was the Harvard Theatre, built at 2321 Massachusetts Avenue, designed in 1914 by George N. Jacobs (Fig. 288); this theatre was similar in design and concept to the Somerville Theatre of 1915, which is still operating at nearby Davis Square. Set between two blocks of stores, the facade of the Harvard Theatre had elaborately detailed Neo-Classical ornament borrowed from legitimate theatre design, and carried a marquee announcing "High Class Photo Plays." The auditorium interior repeated the Classical motifs with a proscenium stage and an orchestra pit for the musicians who provided background music for the silent films. Another early movie theatre of the First World War period, the Sun Shine Theatre, still stands at 54-60 Dudley Street on the corner of Cedar. Remodeled in 1914 from a 19th century woodworking shop, the building still retains the second story arched windows added for the theatre, but it has been returned to its original function as a storage loft.

By the 1920s, motion picture theatre design had developed an architectural identity: an auditorium with effective use of indirect electric

288. Harvard Theatre, 2321 Massachusetts Avenue, 1914, George N. Jacobs. Demolished 1954. Builder's blueprint.



289. Fresh Pond Cinema, 1964, William Riesman Associates.

lighting, fanciful plaster work, and decorated ceilings. A modest example from this period was the Porter Theatre at 2000 Massachusetts Avenue (1927; George N. Jacobs, architect), a combined store and theatre block. The original marquee was treated in florid cast stone, derivative of Louis Sullivan's work in the Midwest, but the interior was decorated in a Moorish style favored by cinema architects of the period. All of this detail was removed when the theatre became the Charrette store in 1967.

After the Second World War, movie theatres followed the middle class to the new suburbs along the automobile highways. Representative of the period was the Fresh Pond Open Air Theatre, which was built at 175 Alewife Brook Parkway in 1950 (Brask Engineering; demolished). This was a typical drive-in of the type that developed in the 1930s, where the parking lot was arranged as an auditorium and the monumental screen and neon marquee gave architectural identity.

A fitting replacement for the outmoded drive-in is the Fresh Pond Cinema at 168 Alewife Brook Parkway (1964; William Riesman Associates), a local example of the monumental night architecture that had developed in the suburban Southwest after the Second World War (Fig. 289). The white cubic form of reflective composition stone is spotlighted, and an enormous chandelier highlights the entrance.

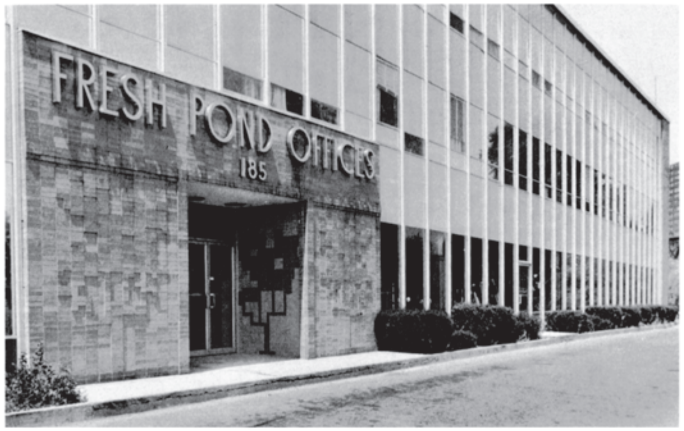
Office Buildings

Just as the late 19th century business blocks followed the suburban growth of North Cambridge, so the mid-20th century office buildings have followed the suburbanization of West Cambridge. The necessity for multi-storied commercial space underscores the new characterization of the Alewife Brook-Fresh Pond corridor as a major commercial axis that developed in the early 1960s. The first expressions of this trend were the Fresh Pond Offices at 185 Alewife Brook Parkway (1960; Brask Engineering Company; Fig. 290). The facade is the essence of the suburban commercial style derived from the glass-walled New York skyscrapers of the early 1950s. A three-story curtain wall incorporates sky-blue panels, and a decorative entrance uses an angular tree motif in the brick facing and green foyer tiles, a creative touch of the period. The same effect is seen at the Star Market Company offices at 625 Mt. Auburn Street (1961; Larsey, Steffian, Bradley and Hubbard) and the Fresh Pond Shopping Center at 210 Alewife Brook Parkway (1962; Samuel Glaser Associates).

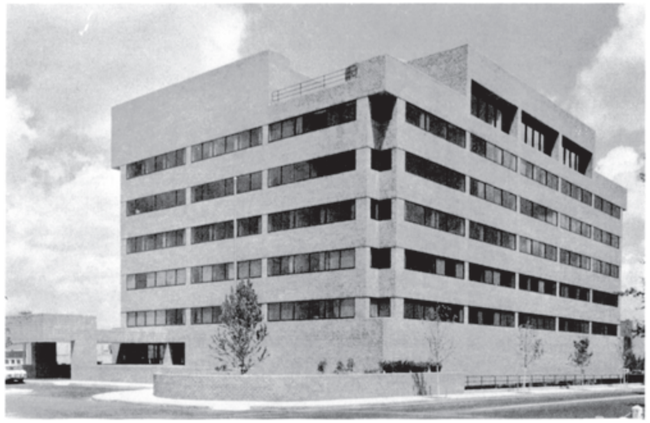
In keeping with the new urban scale of West Cambridge is 10 Moulton Street at Concord Avenue, new headquarters of Bolt, Berenek & Newman, Inc., with seven stories of office space overlooking Fresh Pond (1974; J. B. Richard Rease; Fig. 291). Warm red brick, boldly inset corners, and tinted strip windows create strong volumes and crisp forms within a standard steel frame structure.

The presence of the universities in Cambridge has spawned research development firms, the "think tanks" that have emerged since the Second World War using the professional skills of the educational community. West Cambridge, midway between electronics row on Route 128 and Harvard and M.I.T., has proved an ideal location. The open space has provided opportunity for the creation of landscaped office compounds insuring a relaxed and thoughtful environment.

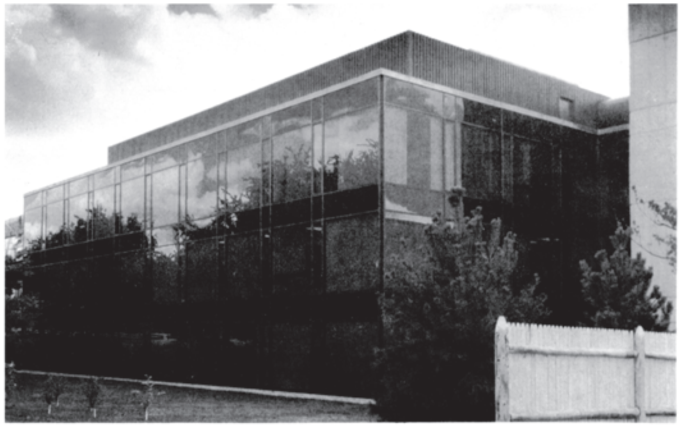
290. 185 Alewife Brook Parkway, 1960, Brask Engineering Co.



291. Bolt, Beranek & Newman, 1974, J.B. Richard Rease.



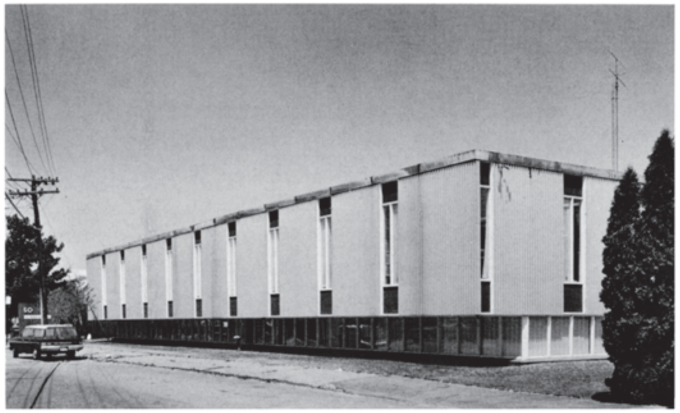
292. A. D. Little, 15 Acorn Park, 1967, Architects Design Group.



The oldest and largest of the research and development firms is Arthur D. Little, originally founded as a Boston chemical laboratory in 1886. The firm followed M.I.T. to Cambridge in 1917, and in 1952 relocated its facilities to Acorn Park beside the Metropolitan District Commission's Little River Reservation. Its new laboratories were designed in the contemporary brick-faced International Style (1953; Burton & Vappi, architects). Over the next decade a group of similar buildings were constructed (1957, 1960, 1961; Cabot, Cabot & Forbes), creating an impressive multi-storied complex ringed by employee parking areas. Of the recent buildings the most innovative has been 15 Acorn Park (1967; Architects Design Group; Fig. 292), whose form reflects Mies van der Rohe's American work with a subtle use of deep amber glass curtain walls over an exposed steel frame.

The other large research firm in West Cambridge is Bolt, Beraneck & Newman, consulting engineers, who moved into a warehouse complex on Moulton Street in 1958. The firm then constructed its own offices at 50 Moulton Street (1959; Hoover & Hill Associates; Fig. 293), which cantilevers a metal-walled main floor over a sunken glass-walled lower story. Abt Associates, Inc. is the latest consulting firm to enter the West Cambridge area. Their expanding complex at 55 Wheeler Street (1971; Imre & Anthony Halasz, architects; Fig. 294) is a creative neo-functionalist design of concrete blocks, glazed walls, and wood panels surrounding a secluded garden courtyard.

293. Bolt Beranek & Newman, 50 Moulton Street, 1959, Hoover & Hill Associates.



294. Abt Associates, 55 Wheeler Street, 1971-1973, Imre and Anthony Halasz.

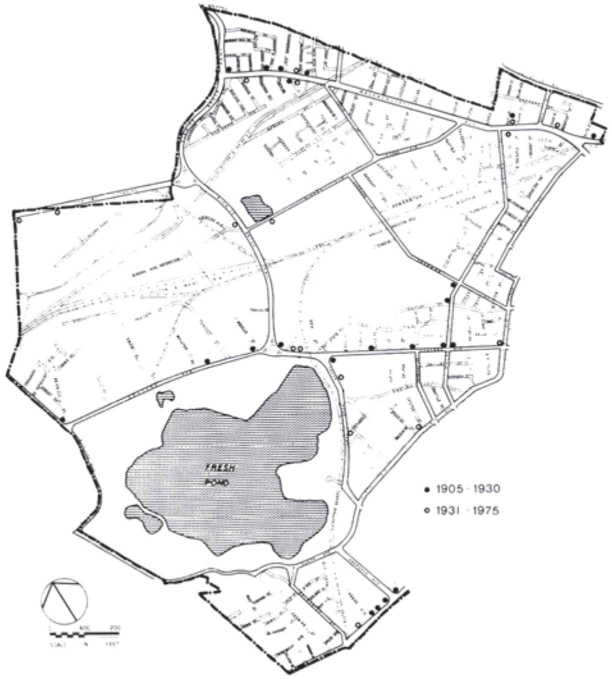
Gas Stations

The gas station is the most celebrated — and most notorious — example of 20th century American commercial architecture. It established design solutions that became standard for all highway architecture. Northwest Cambridge provides an instructive array of examples that trace the numerous transformations of the gas station over the span of a half-century.

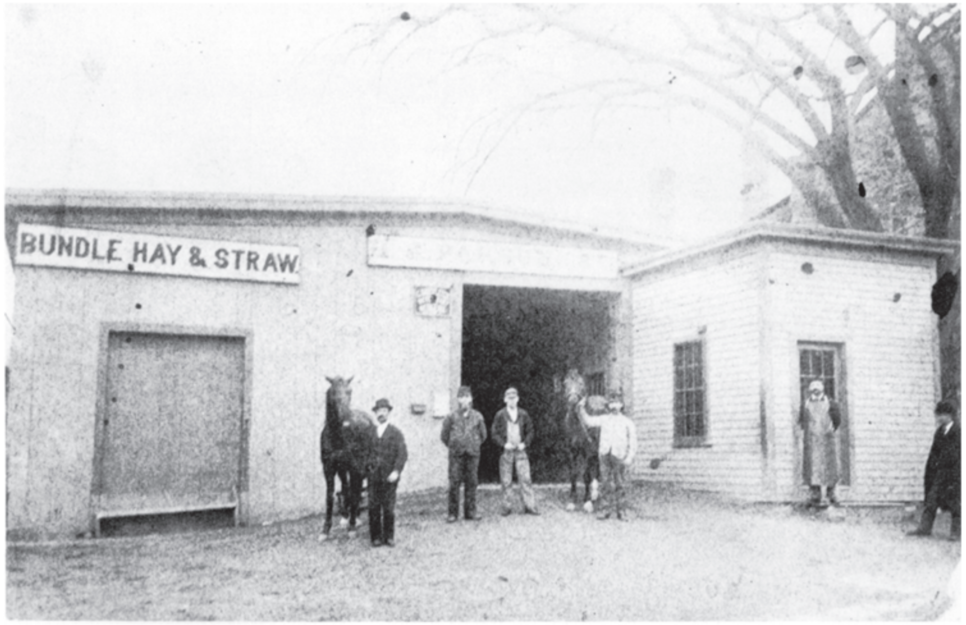
Traversed by major suburban highways, Northwest Cambridge emerged in the 1920s as a prime location for electric battery and gasoline stations (Fig. 295). Notable clusters developed on Mt. Auburn Street opposite the Cemetery, on upper Massachusetts Avenue near Alewife Brook, and on the busy corners of Concord Avenue. A second generation of stations was established in the West Cambridge area near the Alewife Brook Parkway and Concord Turnpike (Route 2) when these motor highways were opened in the 1930s.

The automobile service station emerged quite naturally from the roadside ensemble of blacksmith shops, livery stables, and carriage sheds that lined the north side of Massachusetts Avenue around Porter Square in the early 1900s. The links can be found in such vernacular structures as Henry K. Parson's stable, which later became the site of an automatic car wash, at 2007 Massachusetts Avenue (Fig. 296). Motoring in the decade before the First World War was strictly a fair weather pleasure, and the first buildings designed to service the automobile were the brick storage garages with buried fuel tanks and interior pumps. One example still survives at 820 Somerville Avenue (1913; Dykman & Murry), now the core of the Porter Square Dodge complex, but originally the site of Woodbridge's livery stable.

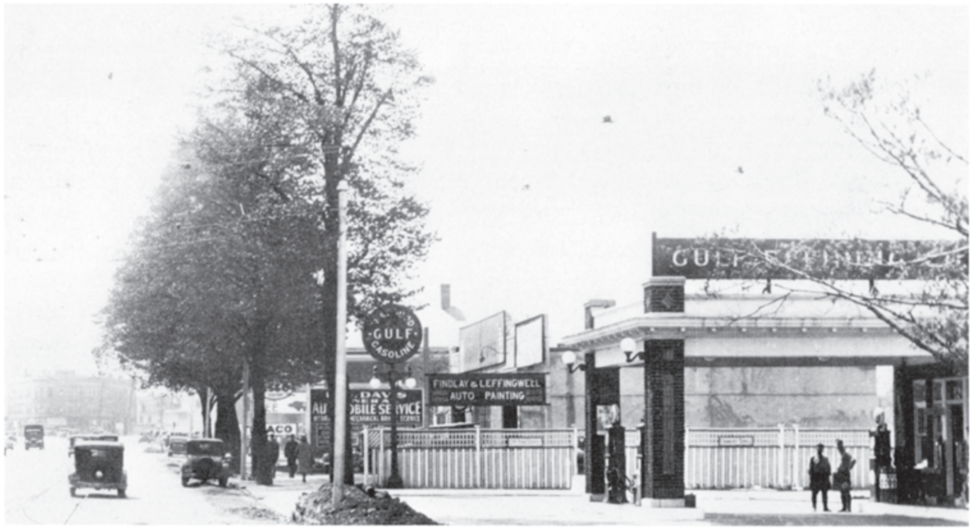
The first generation of filling stations after the First World War actually resembled railroad depots, with broad hip roofs that sheltered both the gasoline pumps and the cashier's office. Such was the case of the gas station built in 1920 for the former carriage manufacturer, Francis Henderson, at 2617 Massachusetts Avenue (demolished).



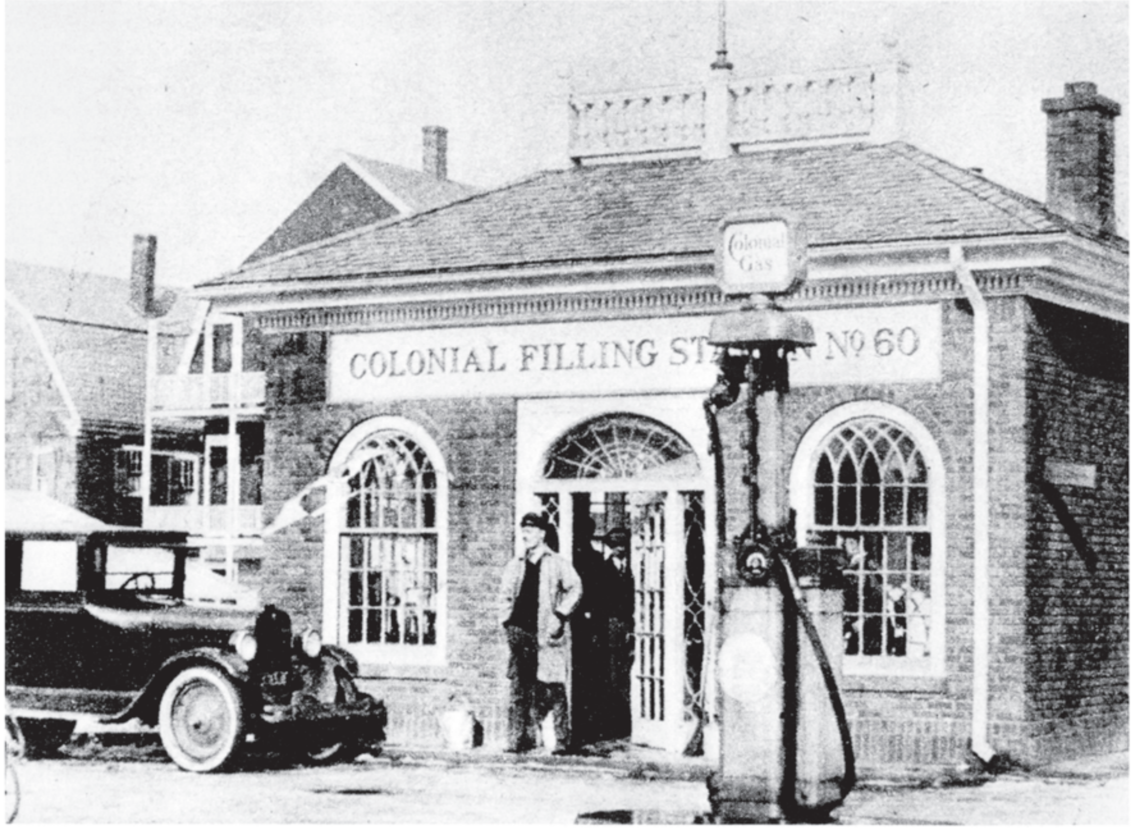
295. Gas Stations in Northwest Cambridge.



296. Parson's Stable, 2007 Massachusetts Avenue, c.1875. Photo about 1900.



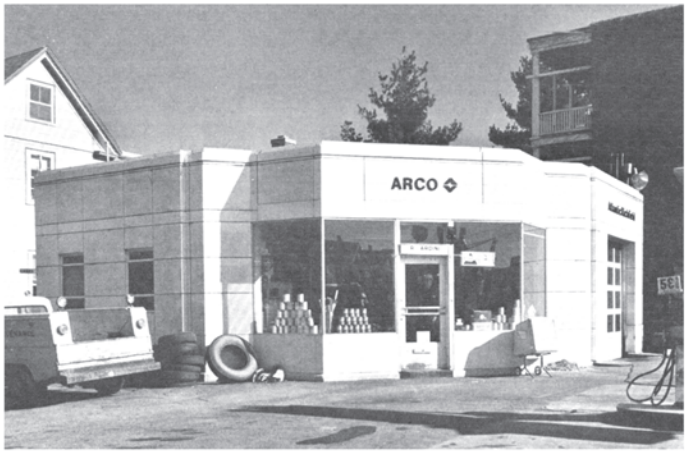
297. Gulf Station,
609 Mt. Auburn Street,
1922, C.A. Peterson.
Portico removed 1939.
Photo 1925.



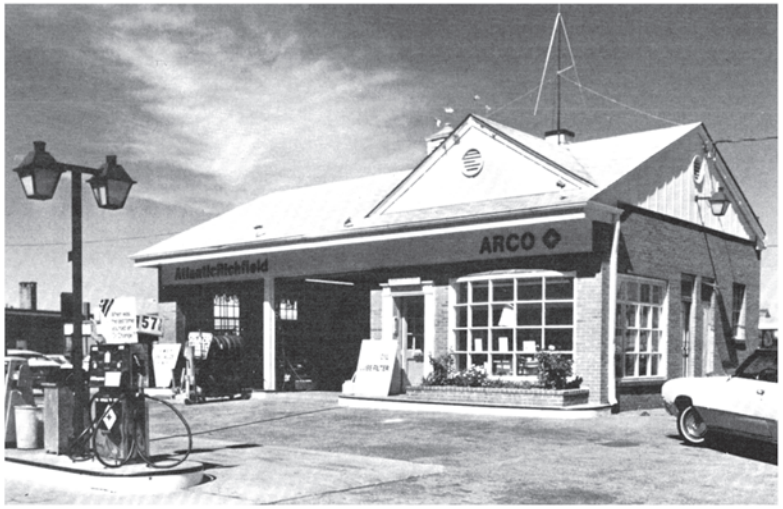
298. Colonial Station,
299 Concord Avenue,
1924, Allen Hubbard.
Photo 1925.

Architectural definition was achieved when the filling station took shape as product advertising for national oil companies. The Gulf Refining Company of Pittsburgh was a pioneer in this field with its prototype "gasoline filling station" of 1913. The company's first Cambridge station is still in operation after a half-century at 609 Mt. Auburn Street, designed in 1922 by the Houston architect C. A. Peterson. The original pump canopy, subsequently removed, displayed obvious Prairie style features in the geometric brick piers and articulated rafters, as shown in a contemporary photograph looking down the row of filling stations that lined Mt. Auburn Street (Fig. 297).

In contrast, the local oil companies proclaimed their highway identity through the use of traditional revival styles and brilliant roof colors that attracted the speeding motorist. Most notable among the Boston firms was the Beacon Oil Company, whose Classical domed pavilions became landmarks throughout Massachusetts. Although Cambridge was never graced with such elegance, the firm did build one of its small "Colonial" stations at 299 Concord Avenue in 1924, still standing with its red roof and white balustrade (Fig. 298). Neo-Georgian re-

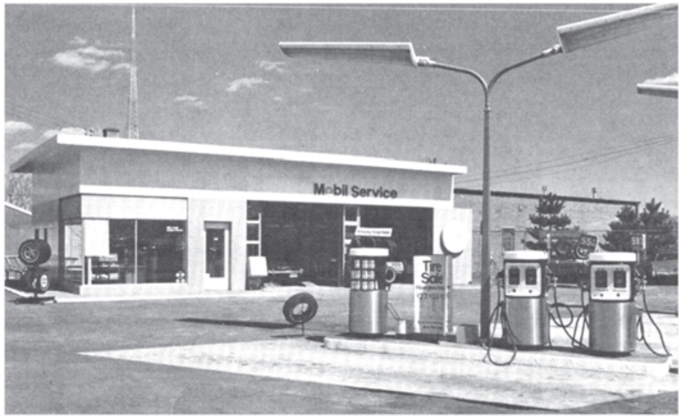


299. Atlantic Station, 2551 Massachusetts Avenue,1934, S.G. Shephard.

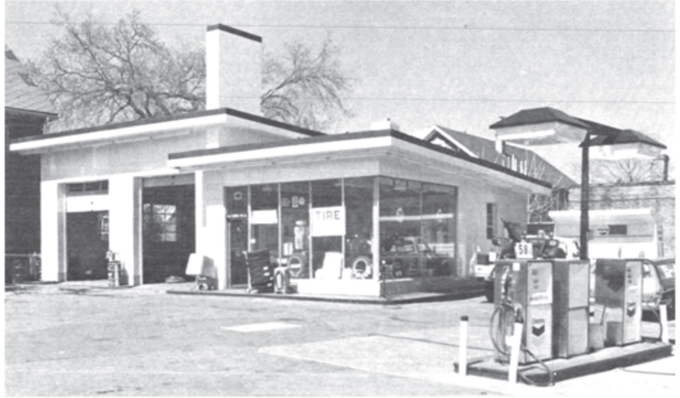


302. ARCO Station, 603 Concord Avenue, 1965, Gilbert & Mahoney.

300. Mobil Station, 345 Fresh Pond Avenue, 1952. Pumps 1966, E. Noyes.



301. Chevron Station, 199 Concord Avenue, 1955.



mained the prevailing style for gas stations in Northwest Cambridge until the Great Depression, often reaching impressive dimensions as in the porticoed example at 345 Fresh Pond Avenue (1930; J. Donnell Sullivan; demolished). Modest stations, such as 345 Concord Avenue (1930; Neno Pasqui, builder), followed a gabled cottage form that gave prominence to the colored roof.

Gas station architecture was refashioned in the early 1930s, when the original depot plan was expanded to include a service garage, often honored with the title "lubratorium". The service station form became clearly geometric, and the pump canopy was discarded as a useless appendage. To express the new form the national oil companies merged the functionalism of the German Bauhaus with the streamlined Moderne style, using flat roofs, diagonal corners, and glass facades. Typical of Moderne design are the companion stations at 2551 Massachusetts Avenue and 353 Huron Avenue (Fig. 299), both designed in 1934 by the Atlantic Refining Company of Philadelphia. Here the glazed metal tiles became the background for display of company graphics. Local firms also used Moderne details, such as the streamlined window frames at 234 Concord Turnpike (1941; Colonial Beacon Oil).

By the Second World War national oil companies had discarded the Moderne style for the clean geometry of the International (Bauhaus) Style, appropriate to the rectilinear plan of service garage and office block. Examples in Northwest Cambridge, such as 2511 Massachusetts Avenue (1942; Texas Company), 345 Fresh Pond Avenue (1952; Socony Vacuum Company; Fig. 300), and 2480 Massachusetts Avenue (1957; Sun Oil Company) exhibit such hallmarks of the Bauhaus as right-angled corner windows, smooth horizontal lines, and functional detailing.

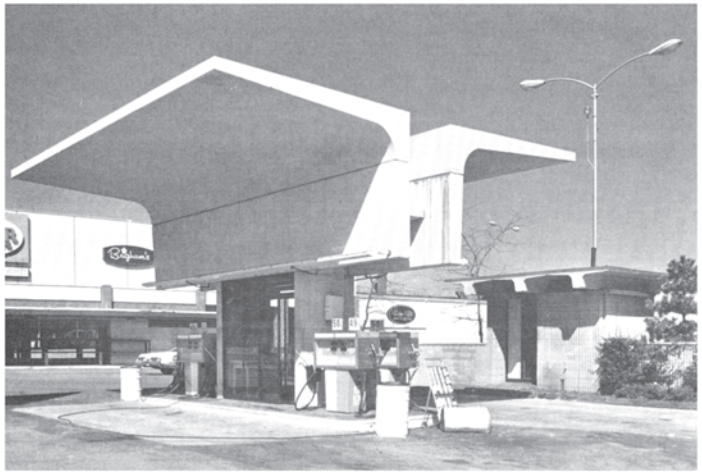
Gas station design after the Second World War reflected the increasing speed of highway travel, and the strict geometry of the Bauhaus was relaxed. A dynamic style with exaggerated features developed by the 1950s. Roofs were tilted dramatically, and graphic slabs rose from the walls between the garage and office, as in 199 Concord Avenue (1955; Lincoln Filling Stations; Fig. 301).

During the 1960s, in an effort to appear appropriately suburban, the national companies adopted a domestic tone for gas station design in which symbolic roofs were added to the standard garage-office plan. Several examples of this residential style were built in Northwest Cambridge: Colonial Revival at 603 Concord Avenue (1965; Gilbert & Mahoney; Fig. 302), Western Ranch at 545 Concord Avenue (1966; Jenney Manufacturing Company) and Neo-

Mansard at 2055 Massachusetts Avenue (1968; Cities Service Company).

Continual stylistic revision is deemed necessary by the oil companies to maintain their product image. The larger stations at prime locations have often undergone a succession of architectural transformations. Such is the case with the Shell Oil Company at 480 Concord Avenue, next to the Fresh Pond traffic circle. The original simple canopied station (1930) was razed for a new Moderne station (1940), modified with a highway graphics sign slab (1954), and most recently capped with a Ranch style roof (1968).

Small regional firms have had to establish their unique architectural identities in order to compete with the national chains. Two fine examples are the stations built for the 4-M Petroleum Corporation in Northwest Cambridge at 205 Concord Turnpike (1970) and 671 Mt. Auburn Street (1971; Fig. 303). Designed by Alex Cvijanovic of The Architects Collaborative, they show a neo-functionalist approach in the unity of the office, pump and canopy, constructed of elegant pre-cast concrete elements.



303. 4-M Station (now Gibbs)
671 Mt. Auburn Street,
1971, The Architects Collaborative,
Alex Cvijanovic.

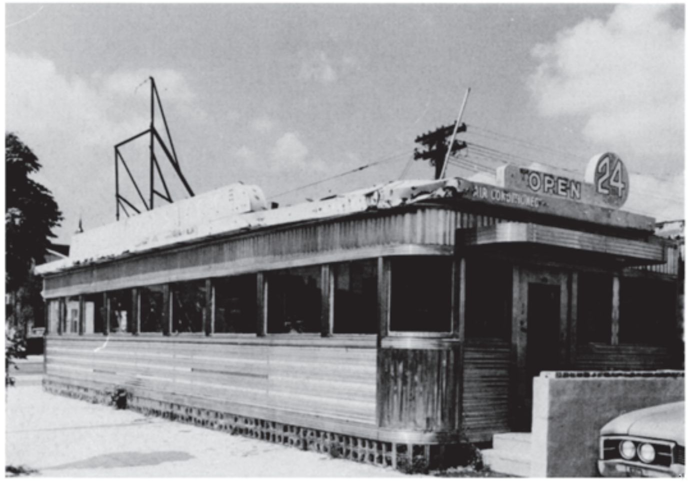
Highway Restaurants

For many, highway restaurants are the symbols of poor taste — vulgar structures that clutter the countryside. Yet the highway restaurant has a long tradition that can be traced to the tavern and inn of the colonial period.

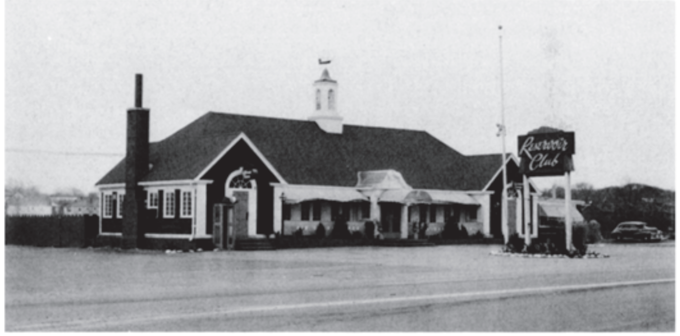
The roadside diner was among the earliest examples of a unique highway architecture, and its origins are thoroughly native. Developed from the mobile lunch wagons in late 19th century New England, by the First World War they had adopted the name and the form of the railroad dining car. Northwest Cambridge, astride the western suburban highways, had several diners during the 1920s and 1930s along Mt. Auburn Street and Massachusetts Avenue. After the Second World War, diners assumed the stainless steel frame of the Zephyr trains, producing such streamlined designs as Murphy's Diner, formerly at 2525 Massachusetts Avenue (1952; Jerry O'Mahoney), removed to Haverhill, Massachusetts in 1970 (Fig. 304).

The highway restaurant bears many similarities to the gasoline station in the development of its architectural identity. In the period after the First World War, both colored roofs and ornamental devices attracted the passing motorist. In New England, the roadside restaurant adopted the traditional Neo-Georgian style, expressing it in a domestic scale with wood details, and with an ornamental cupola that often crowned the dormered roof. These elements were used in the design of the restaurants which opened along the metropolitan parkways during the 1930s. A notable example was the recently demolished Reservoir Club (1936; Charles W. Cleary, architect) at 355 Fresh Pond Parkway (Fig. 305).

The popularity of the Colonial motif was continued after the Second World War. Perhaps the best known design of this genre is Howard Johnson's, which began as a Quincy ice cream stand, and whose bright orange roof and white Neo-Georgian cupola was designed in 1938 by Joseph A. Morgan. It is seen in its later version at 555 Concord Avenue (1949; Joseph A. Cicco, architect), subsequently remodeled after a 1967 fire. Other restaurants which adopted the cupolaed identity included the Homestead Donuts Coffee Shop, formerly at 220 Alewife Brook Parkway (1949; H. L. Feer, architect) and now demolished (see Fig. 47). A contemporary rendition can be seen in the 1973 design by the Friendly Ice Cream Corporation at 777 Concord Avenue.



304. Murphy's Diner, 2525 Massachusetts Avenue, 1952 Jerry O'Mahoney. Moved to Haverhill 1970.



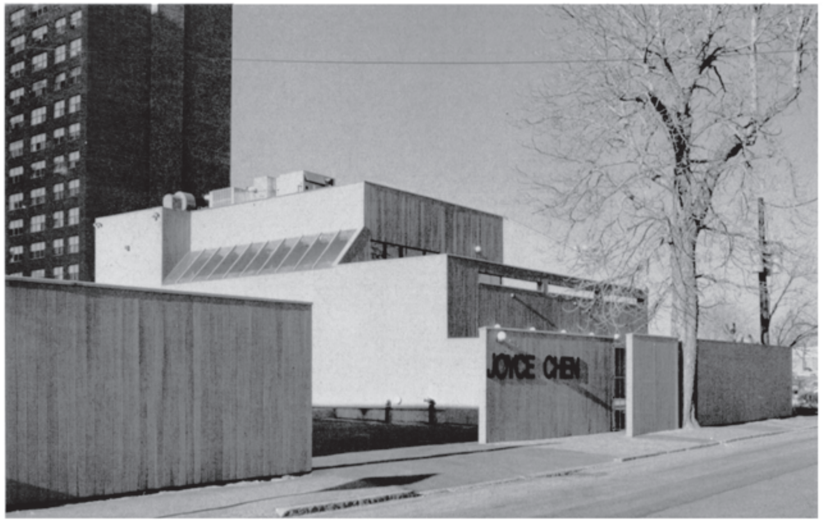
305. Reservoir Club, 1936 Charles W. Cleary. Demolished 1970.

The present form of the highway restaurant evolved after the Second World War from the open air drive-in restaurants of Southern California. The designs were deliberately unusual, with tilted roofs, dramatic signs and vivid colors that demanded attention of the freeway driver. The first drive-ins in Northwest Cambridge were built by national chains from standard plans, as in the Big Burger at 136 Alewife Brook Parkway (1956; Salsberg and

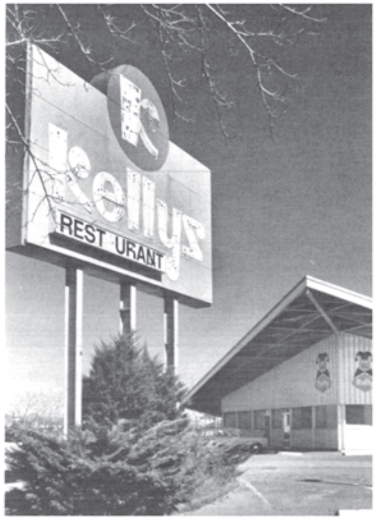
LeBlanc, architects; Fig. 306) and the former Mister Donuts at 2315 Massachusetts Avenue (1958; Lester N. Lechter, architect), rebuilt as a drive-in bank in 1974.

The last decade has seen a more restrained approach to drive-in restaurant design, with a special emphasis now given to roof shape and textured surfaces for identity. Typical in this regard is the International House of Pancakes at 619 Concord Avenue (1966; Monarch Developers), with its gabled blue roof and orange half-timbering, and the former Arby's, 1924 Massachusetts Avenue (1971; E. Christian Riedel), originally with yellow hooded roof and rough-stone base.

In contrast to the formula devices of the franchised chains are the traditional architectural values expressed in the local Oriental restaurants that have located along the West Cambridge highways in the last decade, such as at 307 Fresh Pond Avenue (1973; Chung N. Lee, architect). The finest of these is Joyce Chen's at 390 Rindge Avenue (1974; Alan Ahakian, architect), which is marvelously secluded behind a baffled garden wall that focuses around a single tree (Fig. 307).



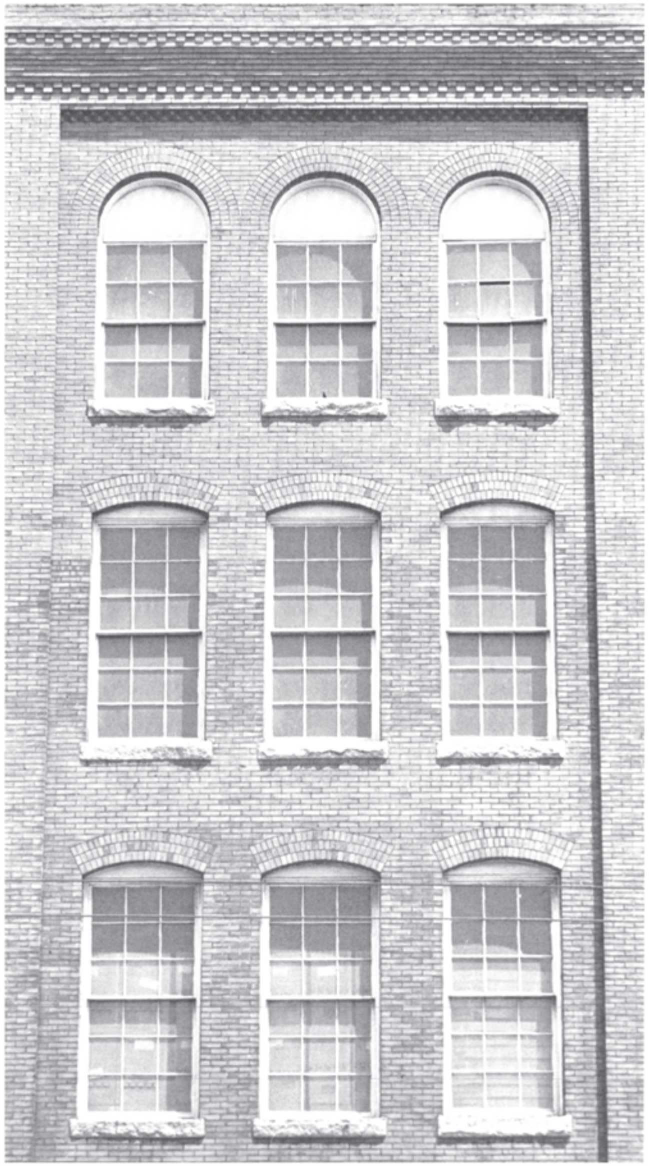
307. Joyce Chen Restaurant, 390 Rindge Avenue, 1974, Alan Ahakian.



306. Big Burger (Kelley's) Drive-In, 136 Alewife Brook Parkway, 1956, Salsberg & LeBlanc. Neon sign 1966. Remodeled 1975.

Industrial Buildings

Industrial buildings in Northwest Cambridge are characterized by their extended form and low scale, the product of abundant land and recent development. There is little relation to the urban intensity of the red brick factories found in East Cambridge or Cambridgeport. Except for a few small cider mills and workshops associated with colonial farms, the 19th century industrial buildings were primarily barn-framed structures used for the storage and protection of natural resources and agricultural products. No architectural evidence has survived from the first period of industrial development, and only isolated structures remain from the late 19th century. The majority of the industrial buildings now standing in Northwest Cambridge were built in the 20th century, and a significant proportion of these were built since 1950.



308. South Wall Detail, Henderson Carriage Repository, now Salvi Ford Building, 2067-2089 Massachusetts Avenue, 1892, C.E. Park.

19th Century Industrial Structures

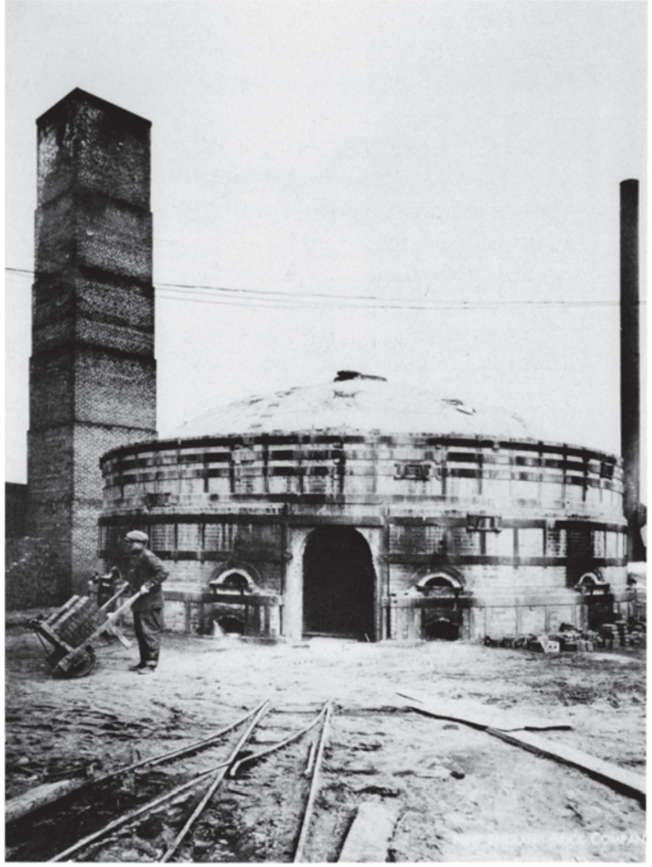
Ice Houses, Brick Sheds and Greenhouses

The Fresh Pond ice houses were the first large industrial structures to be erected in Northwest Cambridge. These were simply large barns, 100 by 20 feet, with double batten walls insulated with sawdust, and white-washed to reflect sunlight. This form was devised by Nathaniel Wyeth in 1826. As harvesting technology improved, storage capacity was increased by combining the individual ice houses into clusters of buildings averaging 50 by 50 feet. In the flush years of the mid-19th century some 35 ice houses lined the Fresh Pond shore (see Fig. 24). During the 1850s ice houses of monumental scale were constructed, notably Hittinger's complex (100 by 300 feet) and Wyeth's brick ice house (180 by 300 feet), now the site of the water filtration plant on Fresh Pond Parkway (see Fig. 30). Save for the outline of their forms on maps of the time, all traces of the 19th century ice houses have been lost, as most were demolished during the 1890s for the landscaping of Kingsley Park around Fresh Pond.

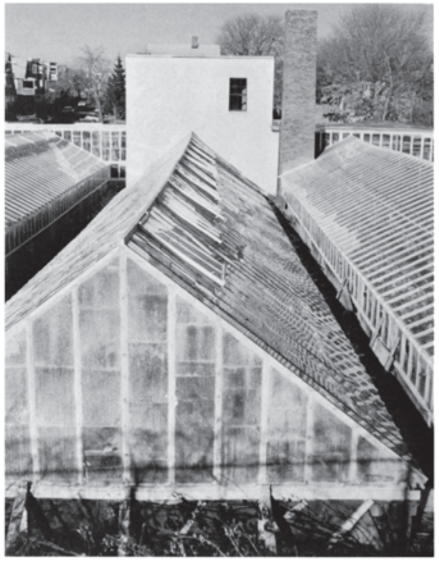
Barn-like drying sheds were erected beside the brickyards beginning in the 1840s. These were minimal buildings, little more than roofed frames open to the elements. The sheds were attached end-to-end, forming extended structures more than 500 feet long. Those at the Hubbell brickyard are shown on the Walling map of 1854 (see Fig. 68). Expanded and modified according to the productivity and prosperity of the individual yards, these sheds were razed when the claypits were exhausted in the late 19th century. Two immense drying sheds were erected by the New England Brick Company, successor to Hubbell and Bay State, in the early 1900s (Fig. 309). One of these was 700 by 300 feet; the other, 600 by 150 feet. These were the largest buildings in North Cambridge, but when N.E.B.Co. closed its operations in 1952, these structures were demolished, and the site is now occupied by Jefferson Park Extension and Rindge Towers.

The firing kilns were the heart of the brick manufacturing process. The earliest examples were built beside the tramways of Hubbell's yard. In essence, the brick kilns were large ovens, fired by wood and coal, their circular form and dome roof designed to contain the heat. The large firing kiln built at the New England Brick Company yard on Rindge Avenue after the First World War was the last of its type in North Cambridge (Fig. 310). Its brick walls, iron straps, and massive chimney illustrate the traditional form of firing kilns developed during the Industrial Revolution.

Other commercial storage facilities in Northwest Cambridge were the greenhouses which were common features of the suburban nurseries during the 19th century. These, too, were

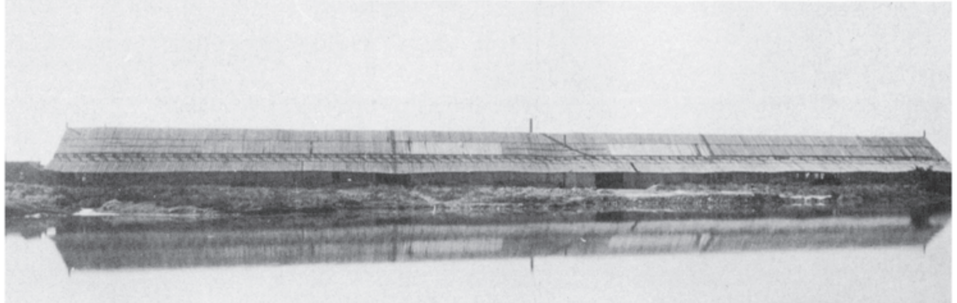


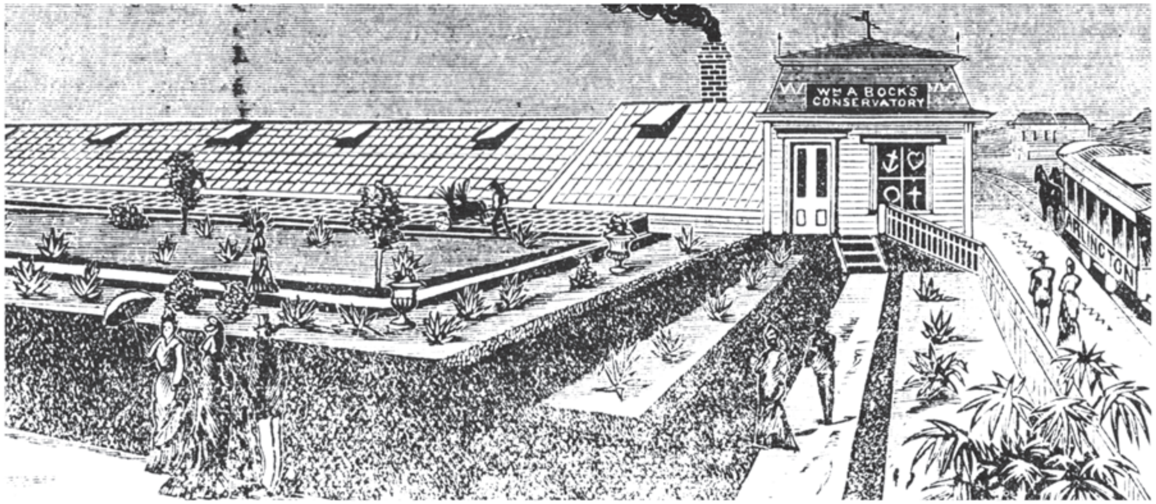
310. Kiln, N.E.B.Co., c.1920. Demolished. Photo about 1925.



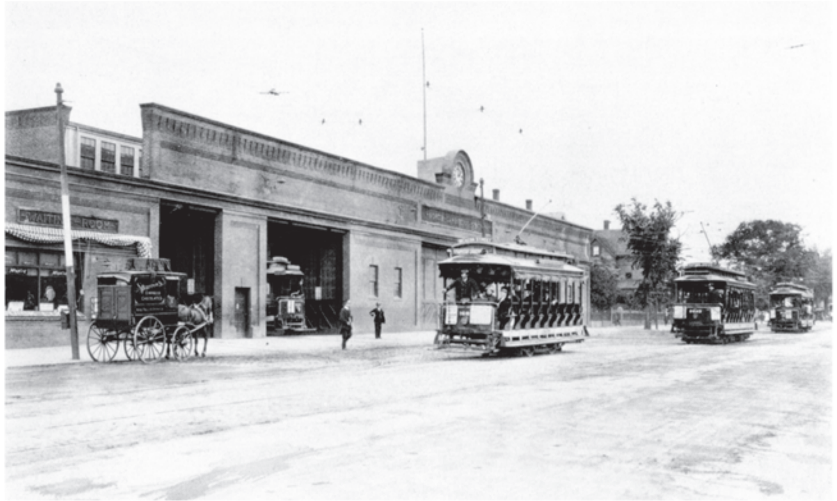
312. Greenhouse, Norberg Nursery, 12 Whittemore Avenue, 1890, J. Stickel.

309. Brick Shed, N.E.B.Co., Rindge Avenue, c.1920. Demolished 1955. Photo about 1920.





311. Bock Nursery, 2380-2390 Massachusetts Avenue, 1873-1886. Demolished c.1910. Advertisement 1887.



313. North Cambridge Carhouse, 2375 Massachusetts Avenue, 1874. Remodeled 1897. Demolished 1937. Photo about 1900.

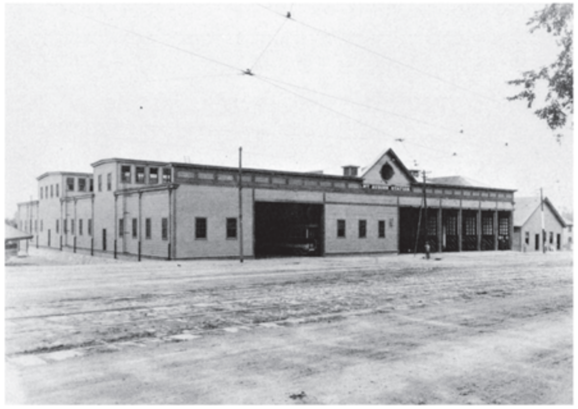
simple shed structures of wood and glass. The nurseries of the 1840s — Royal Stimson on Concord Avenue, J. P. Russell on Orchard Street and John Davenport on North Avenue — were modest affairs of which little is known. By the 1870s some two dozen greenhouses had been erected by nurseries in North Cambridge and Mount Auburn (Fig. 311). Remarkably, one 19th century example has survived intact among the modern greenhouses of the Norberg firm at 12 Whittemore Avenue, the last nursery operation remaining in Cambridge. Erected in 1890 for the Jacob Stickel Nursery and attached to the original office, this structure is a simple tent of glass held in place by wood frames supported on iron posts (Fig. 312). Like other greenhouses of its period, it was once heated by steam pipes fed from a boiler below the office.

Streetcar Barns

On the fringe of suburban development in the 19th century, Northwest Cambridge was the logical location for public transit terminals and storage structures. The omnibus facilities, a barn for vehicles and a stable for horses, provided the basic pattern for the horsecar technology. The introduction of electric trolleys after 1890 eliminated the necessity for horse stables and encouraged the construction of large fireproof car barns to store and protect the costly rolling stock.

The Harriden & Howe omnibus yards on Lambert Avenue (now 17-19 Upland Road), established in the early 1850s, were the first transit terminal facilities in North Cambridge. The Union Railroad acquired the property in 1855 and extended a street railway spur from North Avenue to the yards. In 1864-1865 these facilities were replaced by a large wooden car house and rear stable located beside the Fitchburg tracks. Even these accommodations proved inadequate in the post-Civil War prosperity, and in 1873 the horse railroad bought a portion of the vacant Camp Cameron on North Avenue beside the Lexington & Arlington railroad (now 2369 Massachusetts Avenue at Shea Road). The following year a substantial two-story brick car house and connecting brick stable were built; these remained in use until the introduction of electricity. In 1897 the West End Street Railway constructed a larger and more impressive brick car barn with offices and waiting room around the original core (Fig. 313). This handsome building, with its great clock and monumental doors, was razed in 1937 and replaced by streetcar yards and a small brick office. The site is now used by the trackless trolleys of the Massachusetts Bay Transportation Authority.

The other major terminal facility in Northwest Cambridge was located on Mt. Auburn Street opposite the Cemetery gates. During the 1840s and 1850s the Brattle Street omnibuses were housed in Harvard Square. This practice continued with the introduction of horse cars in



314. Mount Auburn Carhouse, 1860. Remodeled 1897. Now Star Market Co. Photo about 1900.

1856. In 1860, the need for a car barn midway between Watertown and Harvard Square became evident, and the Union Railroad purchased the vacant lots next to the Mt. Auburn Railroad depot (now 693-695 Mt. Auburn Street; Fig. 314). Here a large wooden car house and adjacent stable were constructed; facilities expanded after the Civil War. The stable was razed in the late 1890s, when electric trolleys replaced the horse cars, and the remaining buildings were fireproofed with corrugated iron and brick partitions. The Boston Elevated Railway closed the car house in 1912. After serving a short period as an auto garage, the huge facility was remodeled as the Big Bear Supermarket in 1935, and the trolley yards were paved for a customer parking lot. In 1971 the building was further modified to become an enclosed shopping mall for the Star Market Company. Somewhere beneath all these changes, portions of the mid-19th century horsecar barn still remain.

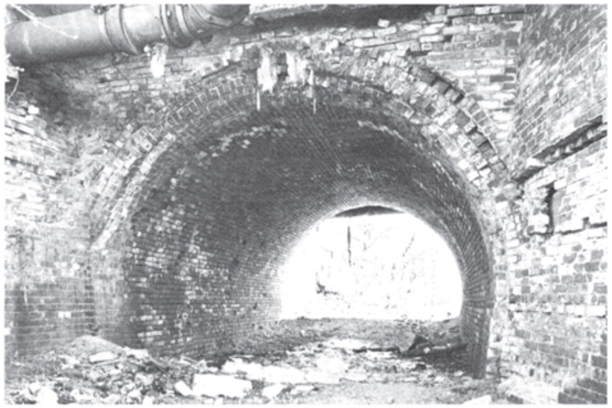
Slaughter Houses and Tanneries

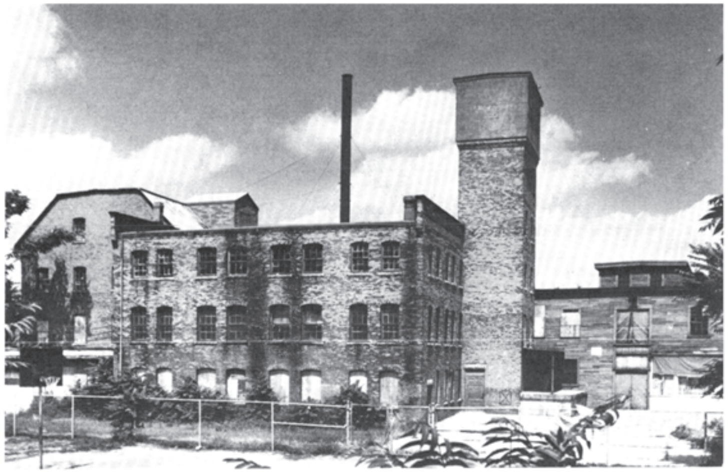
Because the cattle trade in Northwest Cambridge was an open air activity, it required few permanent buildings, although mid-19th century maps show extensive stockyards between the railroad and the Avenue (now Regent and Creighton Streets). Surprisingly, a single 19th century cattle-related structure has survived. Hidden from view beneath the Walden Street Bridge is a barrel-vaulted brick tunnel constructed in 1857 to enable cattle to move from the siding west of the new bridge to the stockyards east of Walden Street (Fig. 315).

The cattle trade supported two related industries in Northwest Cambridge: the slaughterhouses and the tanneries. Always isolated from the rest of the community, the early slaughterhouses were small wooden structures in open fields behind the main highways. The earliest were Bird's slaughterhouse (c. 1817-c. 1846) on Cushing Street, and Potter's slaughterhouse (1833-1869) near present Richdale Avenue. The Niles slaughterhouse (c. 1878-1916) on Smith Place was a more substantial collection of wood and brick buildings, built along a freight spur of the Ice Railroad.

The 19th century tanneries were clustered along the Dickson Farm brook in an area near Churchill Avenue which remained industrial until the 20th century (see Fig. 20). The first tannery, begun by Hoffman and Muller in 1845, was originally housed in several small sheds. During the Civil War the tannery expanded into a series of one- and two-story wooden buildings for the various operations: currying, scouring, drying, finishing, and hide storage. These buildings remained in operation until the mid-1920s, when they were demolished and the property subdivided for residential lots on present Muller Avenue. The Fischer tannery on Clarendon Street, originally an adjunct to the Muller facility, was a modest wooden building constructed in 1865 north of the brook. After it burned in 1879, it was replaced by a larger brick tannery building on the same site. This building was then purchased by the Laminar Fibre Goods Company in 1889 and used for textile manufacturing. A three-story brick extension of standard mill construction was added in the early 1890s. In 1908 the facilities were bought by American Circular Loom Company and a tall brick elevator shaft was added (Fig. 316). The complex was demolished in 1970 for the Daniel Burns Housing Project.

315. Cattle Tunnel. Walden Street Bridge, 1857.

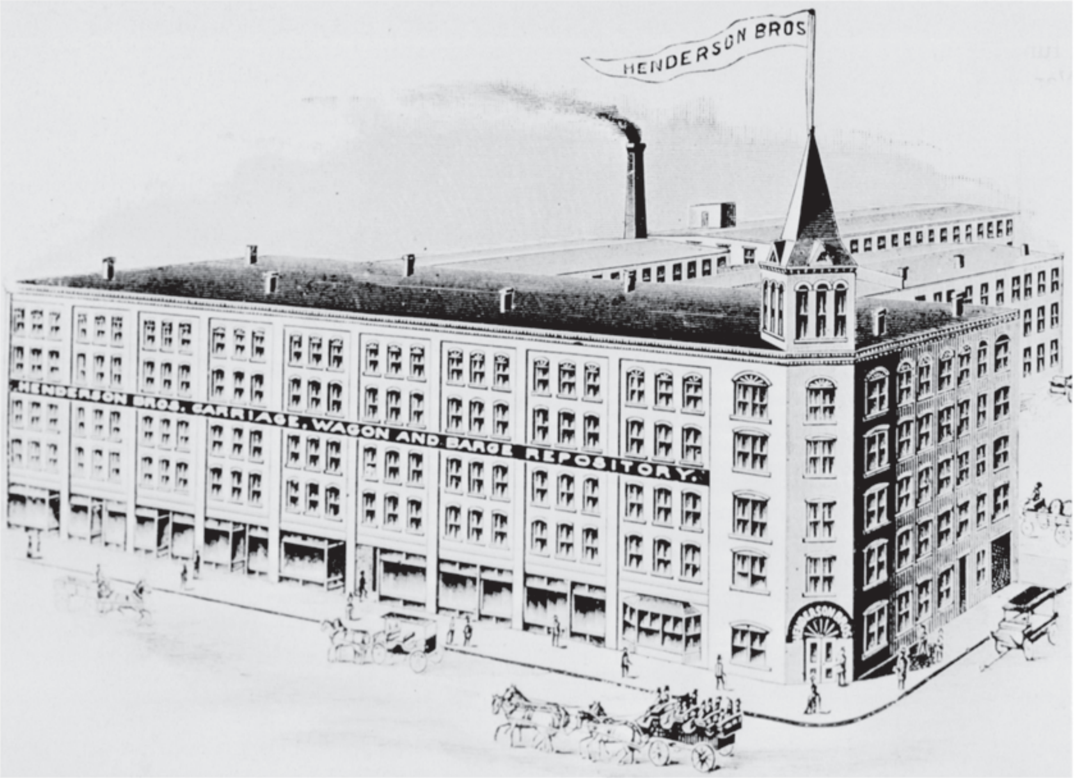




316. Fischer Tannery, later Beckwith Co., 35 Clarendon Avenue, 1879-1908. Demolished 1970.

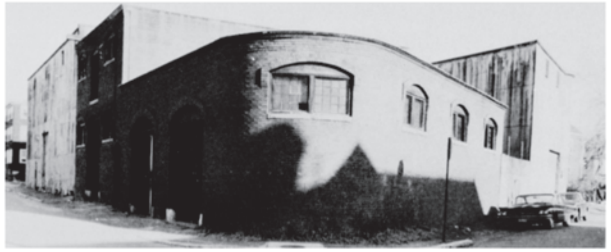
Carriage Factories

Multi-story brick factories based on the designs of New England textile mills first appeared in North Cambridge during the period of post-Civil War prosperity, and were first built by the carriage manufacturers on North Avenue. The most important of this early group of buildings was the three-story Henderson Brothers Repository of 1869 (now the site of 2081-2089 Massachusetts Avenue), designed with shops on the street floor and manufacturing

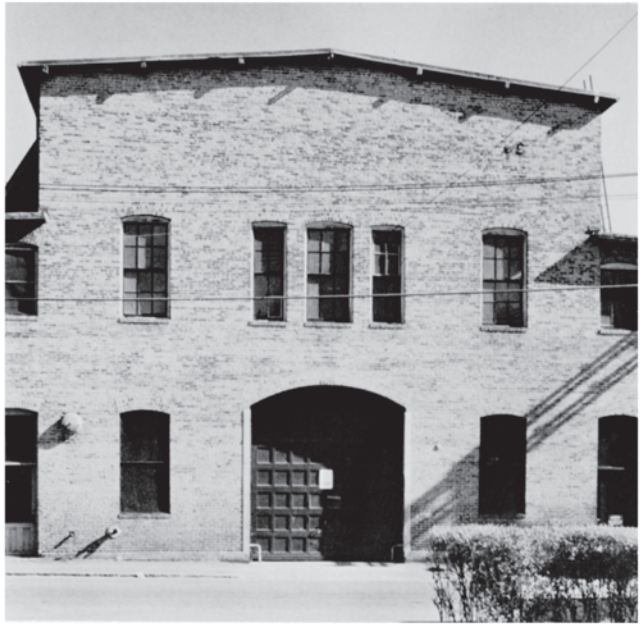

HENDERSON BROS
HENDERSON BROS. CARRIAGE, WAGON AND BARGE REPOSITORY.

317. Henderson Carriage Repository, now Salvi Ford Building, 2067-2089 Massachusetts Avenue, 1892, C.E.Park. Engraving 1896.

318. Hews Pottery Carriage House, 202 Richdale Avenue, 1897.



319. Payne Elevator Co., 75 Richdale Avenue, 1911, C.A. Dispinadelle.



space above (see Fig. 23). This 130-foot-long brick block with its dormered Mansard roof was a prominent landmark in North Cambridge until 1892, when it was destroyed by fire. The original factory was immediately replaced by an equally prominent and considerably larger building described in the *Cambridge Tribune* in 1892:

> Henderson's block is going to be a magnificent building. A gigantic brick building, two hundred feet long and five stories high has the effect to make the two and three story buildings on the avenue to look exceedingly small.

Designed by Charles E. Park, this second Henderson Brothers' carriage repository at 2067-2089 Massachusetts Avenue (now the Salvi Ford showroom) is the finest example of 19th century brick mill construction remaining in Northwest Cambridge and compares favorably with contemporary brick factories surviving in East Cambridge and Cambridgeport (Sealy Company and American Biltrite Rubber Company). As originally built, the main facade of the Henderson building was divided into nine recessed bays with a tower on the corner, presenting an impressive front along the Avenue (Fig. 317). Ornament was restrained but effective; the corbelled cornice and semicircular fan lights at the corner entry were standard devices in contemporary industrial design. The structural system was also typical of the period and type of building: fireproof mill construction with wood post and beam interior framing and brick exterior walls. The original design of the Henderson block has since been modified by the removal of the wood corner tower and the modernization of all but one of the street floor shops. The original large-pane two-over-two windows have also been replaced, although the new ten-over-ten sash serve to emphasize the pattern of the window bays against the careful brickwork of the walls (see Fig. 308).

Another factory complex of considerable size was begun in 1870 by the A. H. Hews Pottery Company on Richdale Avenue near Raymond Street. Placed ideally between the Fitchburg mainline and the Parry Brothers claypits, the original three-story brick buildings burned in 1875 and were rebuilt as a five-story structure with a tall smokestack. The firm, which had been established in Weston in 1770, produced as many as seven million flower pots a year, as well as large quantities of decorative products such as jardinieres, cuspidors, and umbrella stands. Except for a small brick carriage building at 202 Richdale Avenue dating from 1897 (Fig. 318), the entire Hews complex was razed in 1934, and the site is now a scrap metal yard at 205 Richdale Avenue.

Mill construction with its wood framing and brick walls continued to be standard for industrial buildings into the early 20th century. This is particularly evident in Northwest Cambridge in the small factories built from the 1890s through the First World War along the Fitchburg and Central Massachusetts Railroads behind Massachusetts Avenue. Typical Northwest Cambridge industrial buildings of this period, which use standard wood sash, granite sills, and segsegmental brick arches, are 1 Camp Street (Gilbert Smith, architect), built in 1900 for the Cambridge Jewelry Company, and 24 Cottage Park Avenue (William P. Richards, architect), built in 1909 for the Climax Paper Box Company. Similarly, the Payne Elevator Company (1911; Codman A. Dispinadelle, architect) at 75 Richdale Avenue uses traditional brick forms and construction (Fig. 319). The treatment of the skylighted assembly loft, however, provides an unusually extensive central space and is the best remaining example of a 19th century industrial interior in Northwest Cambridge.

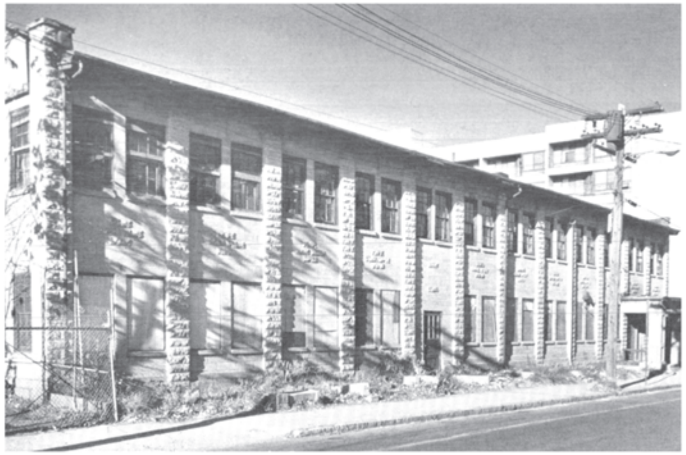
20th Century Industrial Buildings

Northwest Cambridge has been the last area of 20th century industrial expansion in Cambridge. The principal zone of growth since the First World War has been West Cambridge, the former Alewife Brook swamp. The industrial growth of this area has been stimulated by the availability of vast tracts of flat land and numerous transportation routes that tie the area with metropolitan Boston and New England: the Boston and Maine Railroad, Route 2, Alewife Brook Parkway, and Massachusetts and Concord Avenues. As a result, a distinctive industrial architecture has developed, unlike that of Cambridgeport or East Cambridge, reflective of the expansive tone of suburban development in Northwest Cambridge. There is no longer any necessity for multi-storied buildings tied to immobile energy sources. Nearly all traces of 19th century industrial construction have been discarded save the most functional.

The First World War marked a period of significant architectural change as labor and material costs spiraled in the wartime inflation, forcing the use of less expensive materials and construction techniques. The effect was most noticeable in small manufacturing buildings that had characterized Northwest Cambridge since the Civil War. Traditional mill construction (brick walls with wood or iron supports) was replaced by fireproof concrete and steel. For large multi-storied factories in Cambridgeport reinforced concrete construction had been used by the Simplex Wire & Cable Company as early as 1902 (see *Cambridgeport,* Fig. 308). In North Cambridge, however, the modest scale of industry precluded large structures of this type. Only in one instance was reinforced concrete used: at 95 Harvey Street (1924; Patrick J. Griffin), a two-story building which was originally a jewelry manufactory and now is a warehouse.

Builders in Northwest Cambridge generally turned instead to the use of concrete in another form: concrete blocks. The material had been used in Old Cambridge as early as 1868 as an alternative to stone in walls for suburban landscaping (see *Old Cambridge,* Fig. 190). In Northwest Cambridge, concrete blocks were found to be an inexpensive alternative to bricks for the walls of the many one- and two-story factories, and this material soon became standard for industrial construction in the area, especially in West Cambridge after the Second World War.

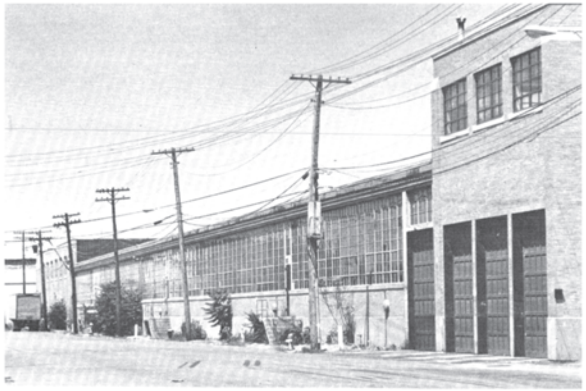
The initial structural application of concrete blocks was in modest storage buildings before the First World War. An imaginative example is the former jewelry factory erected at 17-21 Clarendon Avenue (1917; E. F. Schiebe, architect; Fig. 320). Here two types of concrete blocks were used: smooth blocks for the infilled bays, and rough cast blocks in imitation of stone for the piers and decorative spandrels.



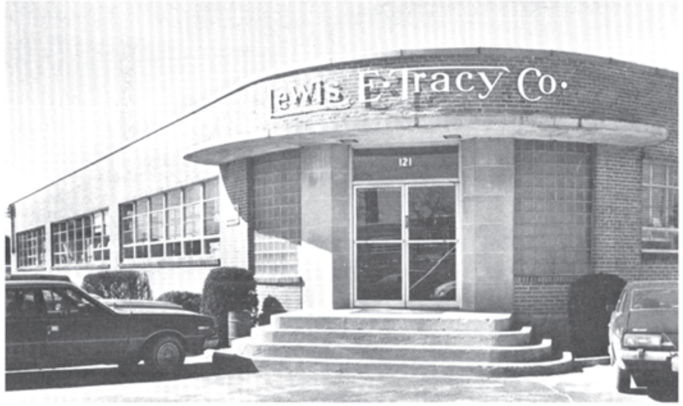
320. 17-21 Clarendon Avenue, 1917, E.F. Schiebe.

During the 1920s concrete blocks continued to be used and thought of as an inexpensive imitation stone, mostly for back lot garages and shops such as 42 Brookford Street, built in 1928 to designs of Daniel T. Cormier. However, the material had many structural advantages, and concrete block walls could easily be covered with a brick facing to achieve a more acceptable public facade, as in the Neo-Georgian cabinet factory at 445 Concord Avenue (1931; John S. Bourne, builder), now headquarters for Cambion Corporation.

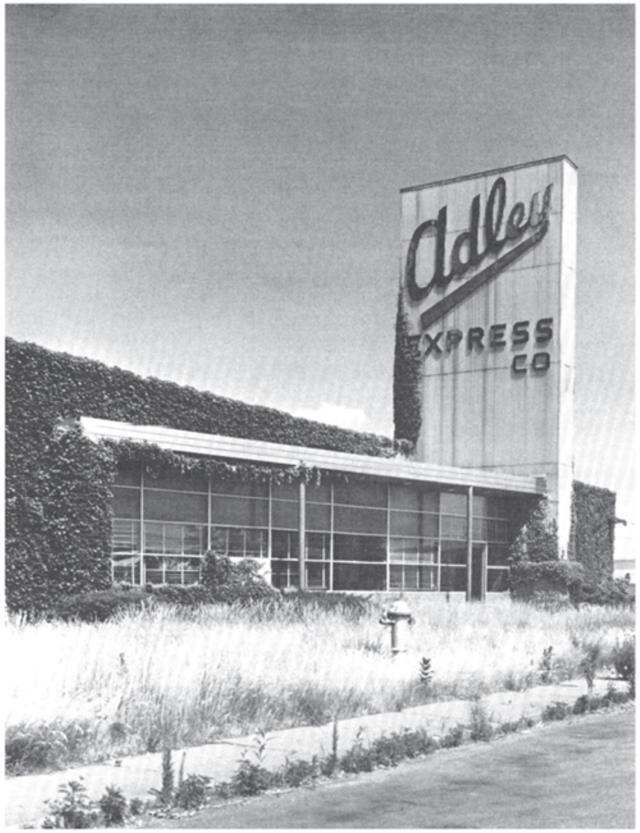
The rapid development of industry in suburban West Cambridge in the decade after the Second World War afforded ample opportunity for development of industrial designs incorporating materials and styles of the pre-War period. The standard factory was now a single-story building with concrete floors, concrete block walls, and a flat roof supported by a steel truss. Administration offices were located near the street entrance and were faced with brick. The center of the building was devoted to manufacturing machinery or bulk storage and was lighted by interior fluorescent lamps, skylights, and windows of steel factory sash. At the rear was a freight dock set on a raised basement to allow easier loading or unloading of box cars and trailer trucks. These changes in industrial architecture were accompanied by major changes in transportation technology after the Depression. The site limitations imposed by the earlier reliance on canals, railroads, and horses



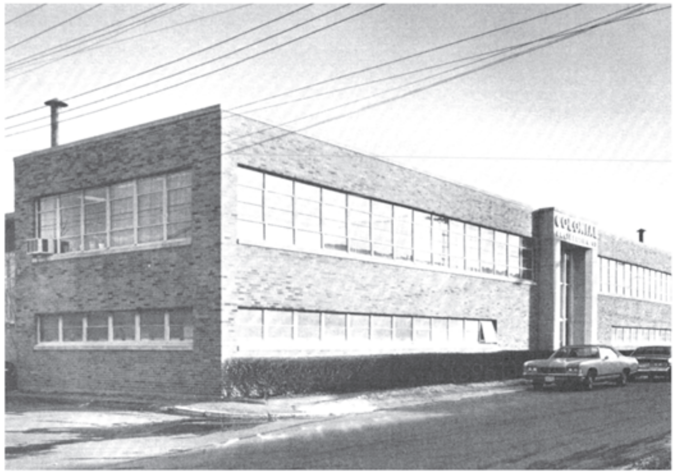
321. West Wall, Continental Can Co., 70 Fawcett Street, 1947, Maurice A. Reidy.



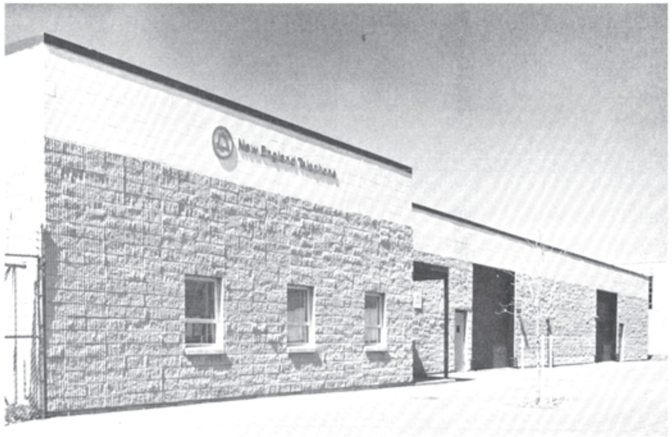
322. Tracy Co., 121 Alewife Brook Parkway, 1952, Brask Engineering.



323. Adley Express Co., 67 Smith Place, 1953, Caproni Associates.



324. Colonial Engineering, 100 Smith Place, 1956.



325. New England Telephone, 75 Smith Place, 1970, Symmes, Maini & McKee.

were now lifted, as trailer trucks moved cargoes quickly over a network of superhighways or shuttled to and from railroad and air freight connections. The residential restrictions felt by 19th century factory workers relying on mass transit were also overcome, as the automobile became the most common form of personal transportation in the prosperity of the post-War period.

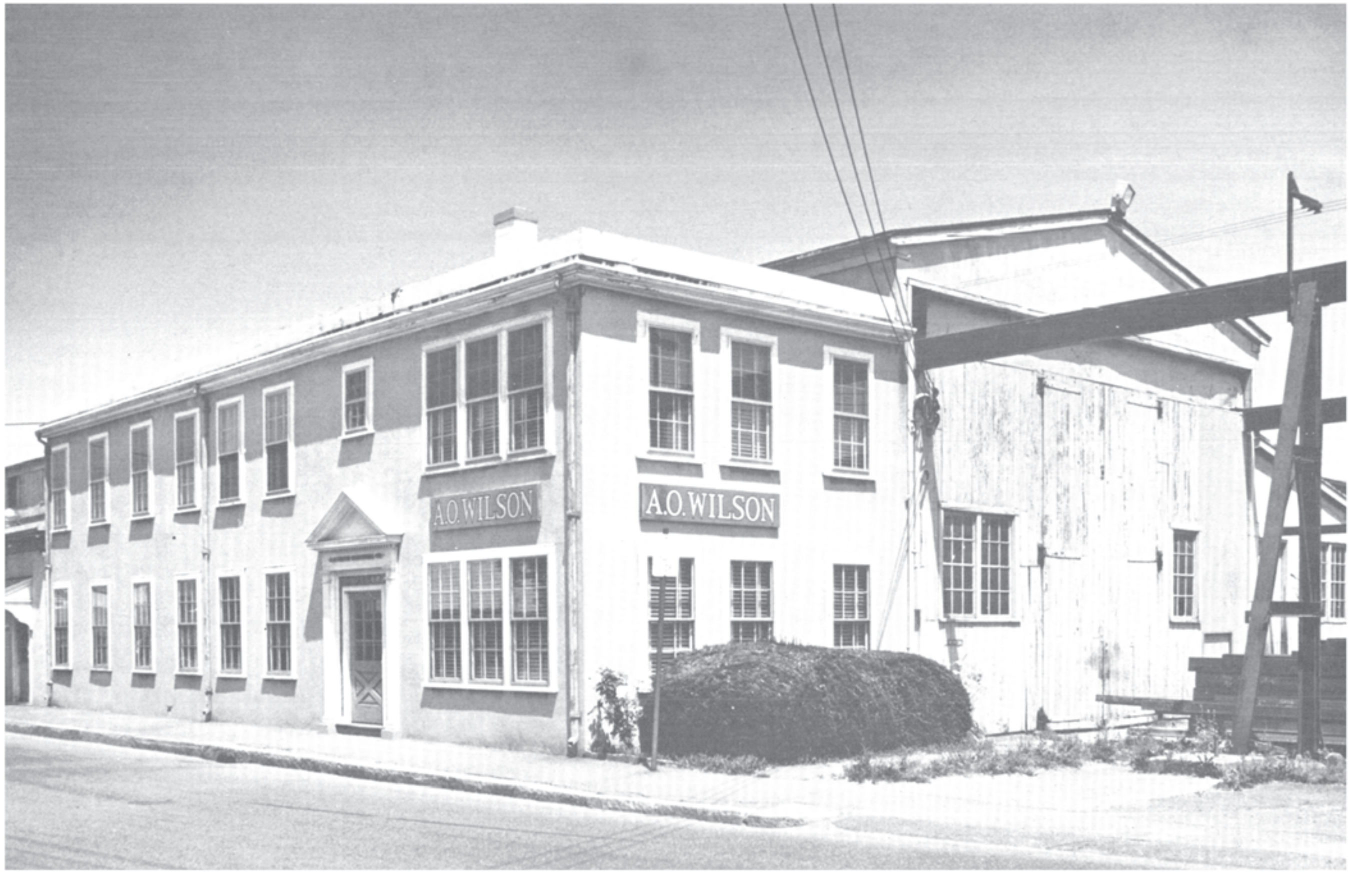
The development of industrial styles in Northwest Cambridge after the Second World War can best be seen in the buildings erected in West Cambridge during this period. The corrugated box plant of the Continental Can Company at 70 Fawcett Street was built in 1947 to designs by Maurice A. Reidy, and follows the functionalism of the International Style of the pre-War period (Fig. 321). The west facade of this huge complex is particularly well-handled. Here the curtain wall treatment of factory sash, in which the windows occupy the full width of each bay, is balanced against the brick-faced office block and warehouses.

The brick-veneered International Style was taken up by local architects in the early 1950s for smaller manufacturing and warehouse buildings in West Cambridge. A few designs showed architectural imagination, notably 121 Alewife Brook Parkway (1952; Brask Engineering Company; Fig. 322), where the entrance is focused by a wonderfully rounded corner highlighted by delicate aluminum letters. When combined with angular elements of the highway graphics style as at 67 Smith Place (1953; Caproni Associates; Fig. 323), the effects could be dramatic, an appropriate display for a motor freight company. The eventual transformation can be seen in the design of Colonial Engineering at 100 Smith Place (1956), where the windows and entry are outlined in bold concrete frames (Fig. 324). The International Style motifs were elaborated further in the late 1950s with the addition of bold colors, commonly turquoise blue, as in 765 Concord Avenue (1960; Charles P. Guleserian). By the mid-1960s, industrial architecture regained a neo-functionalist perspective. Textured composition brick replaced expensive fired brick as the facing material over cinder block, creating crisp cubic masses best illustrated by the New England Telephone warehouse at 75 Smith Place (1970; Symmes, Maini & McKee, architects; Fig. 325).

Today steel fabrication is the dominant industry in West Cambridge, and the "steel row" factories along Rindge Avenue Extension form one of the major concentrations of this industry in New England. The availability of undeveloped level land for factories, direct railroad service to the steel mills of the Midwest and Mid-Atlantic, and close proximity to modern highways, made West Cambridge sufficiently attractive to persuade firms to relocate there from more congested locations in the Boston area. Steel fabrication required extensive assembly sheds, similar to the 19th century drying sheds of the brickyards, but on a monumental scale comparable to some of the vast factory complexes in Cambridgeport.

The first steel company in West Cambridge, A. O. Wilson, moved to Smith Place in 1926, preceding the arrival of other companies by about twenty years. The original Wilson building was a modest single bay structure 130 feet long, with a steel frame and stucco walls (Fig. 326). This building is still standing in its original location, but has been gradually surrounded by a series of later additions.

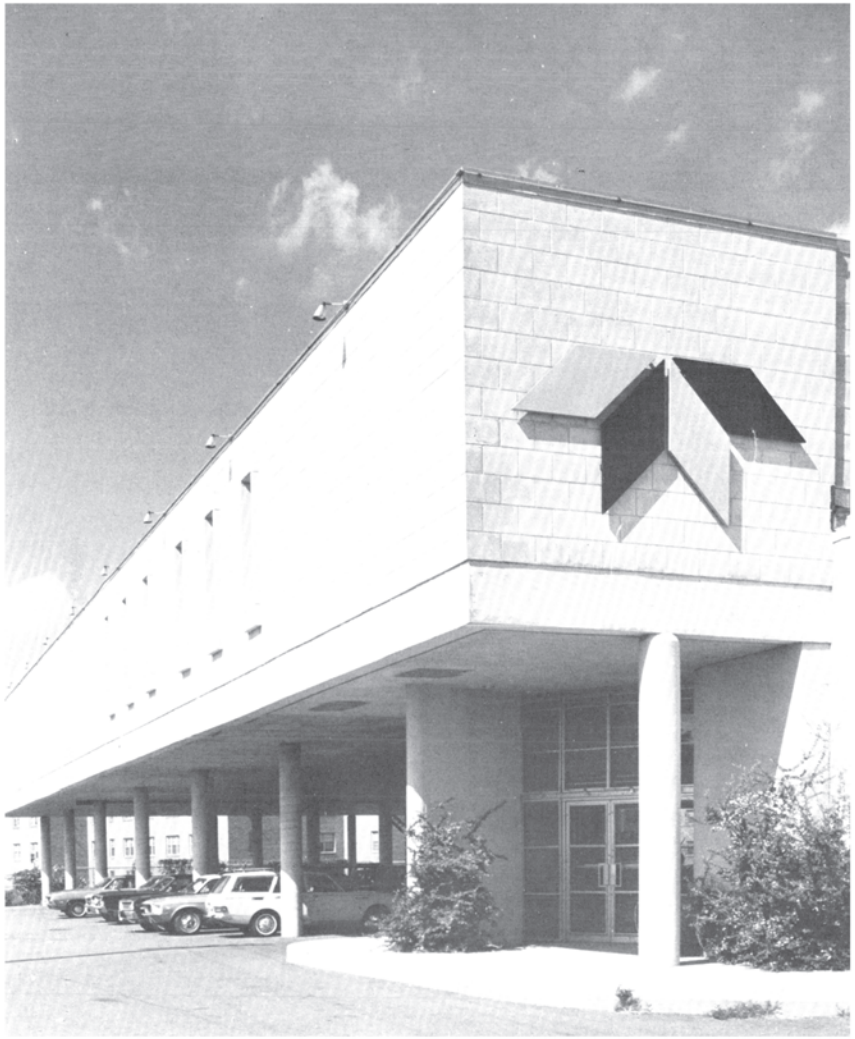
At the end of the Second World War, the Boston & Maine Railroad sold its land along Rindge Avenue Extension to several major steel companies as sites for their Boston area fabrication plants. The Bethlehem Steel Company erected two large sheds covering 40,000 square feet at 55 Rindge Avenue Extension, in 1946 (see Fig. 48). The largest steel fabrication complex was created by the West End Iron Works of Boston at 110 Rindge Avenue Extension (see Fig. 372): four enormous sheds in connected sequence, each 80,000 square feet, forming an assembly area over one thousand feet long, an impressive industrial scale that rivaled Midwestern prototypes.



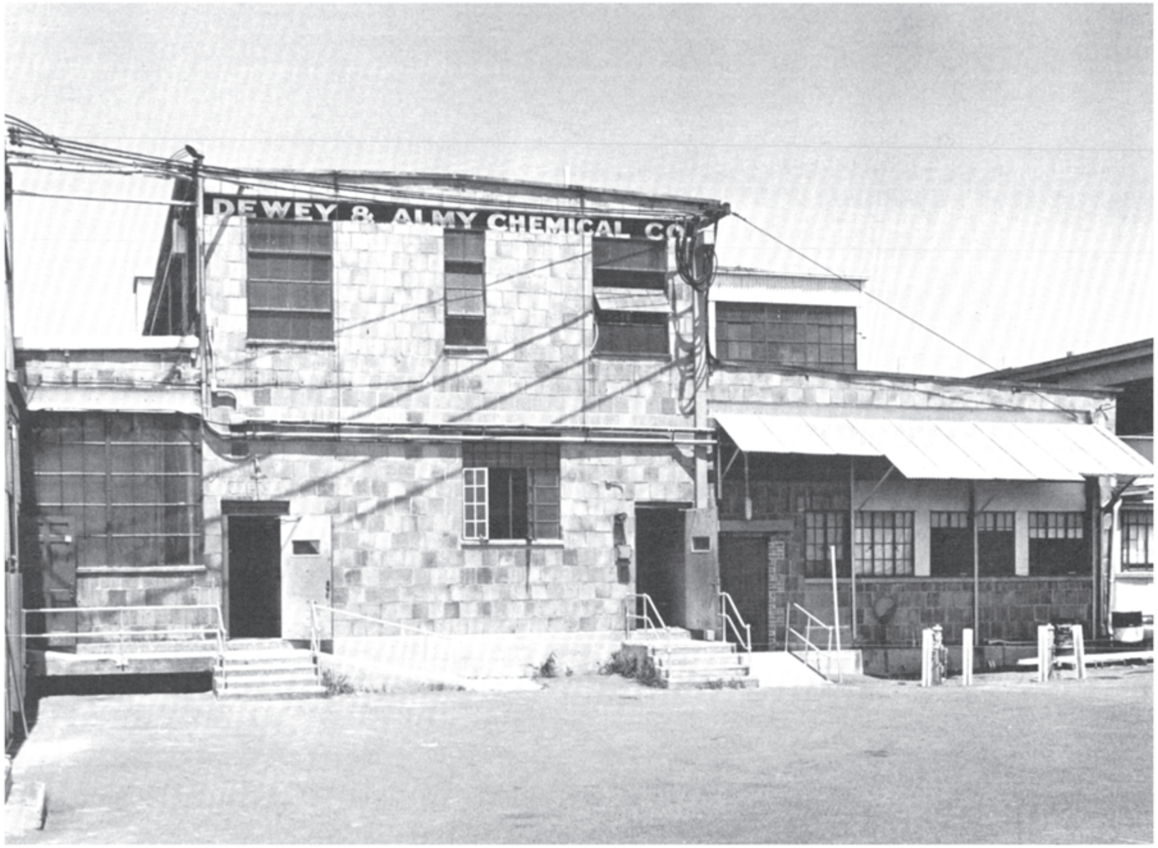
326. A.O. Wilson, 40 Smith Place, 1926, Wilson Structural Steel.

The rapid emergence of the chemical and electronics industries in Cambridge after the First World War was founded upon the scientific research capabilities of the university community, an economic resource previously unrealized in the City. Both industries expanded under the influx of government contracting for military development. These firms have been characterized by architectural humility, an inventor's aesthetic of converted buildings, basement laboratories, and temporary structures that are all carefully numbered but have little apparent architectural design.

The electronics industry is essentially a manufacturing business producing products of great sophistication and high value. The buildings can be, and often are, general manufacturing plants adapted to electronic production equipment. Two firms in West Cambridge illustrate the adaptive process: Harvey Radio, now Cambridge Thermionics Cambion, founded in 1938, initially located in a vacant cabinet factory at 445 Concord Avenue (1931; J. S. Bourne, builder). As it expanded, the company acquired an unusual building at 9 Bay State Road (1955; Goldberg & LeMessier), a steel-framed structure covered with plastic panels, developed by the Jacet Corporation. Another innovative design is Crystalonics at 147 Sherman Street, where the narrow site required an addition to be raised on columns for employee parking below (1967; Samuel Glaser; Fig. 327).



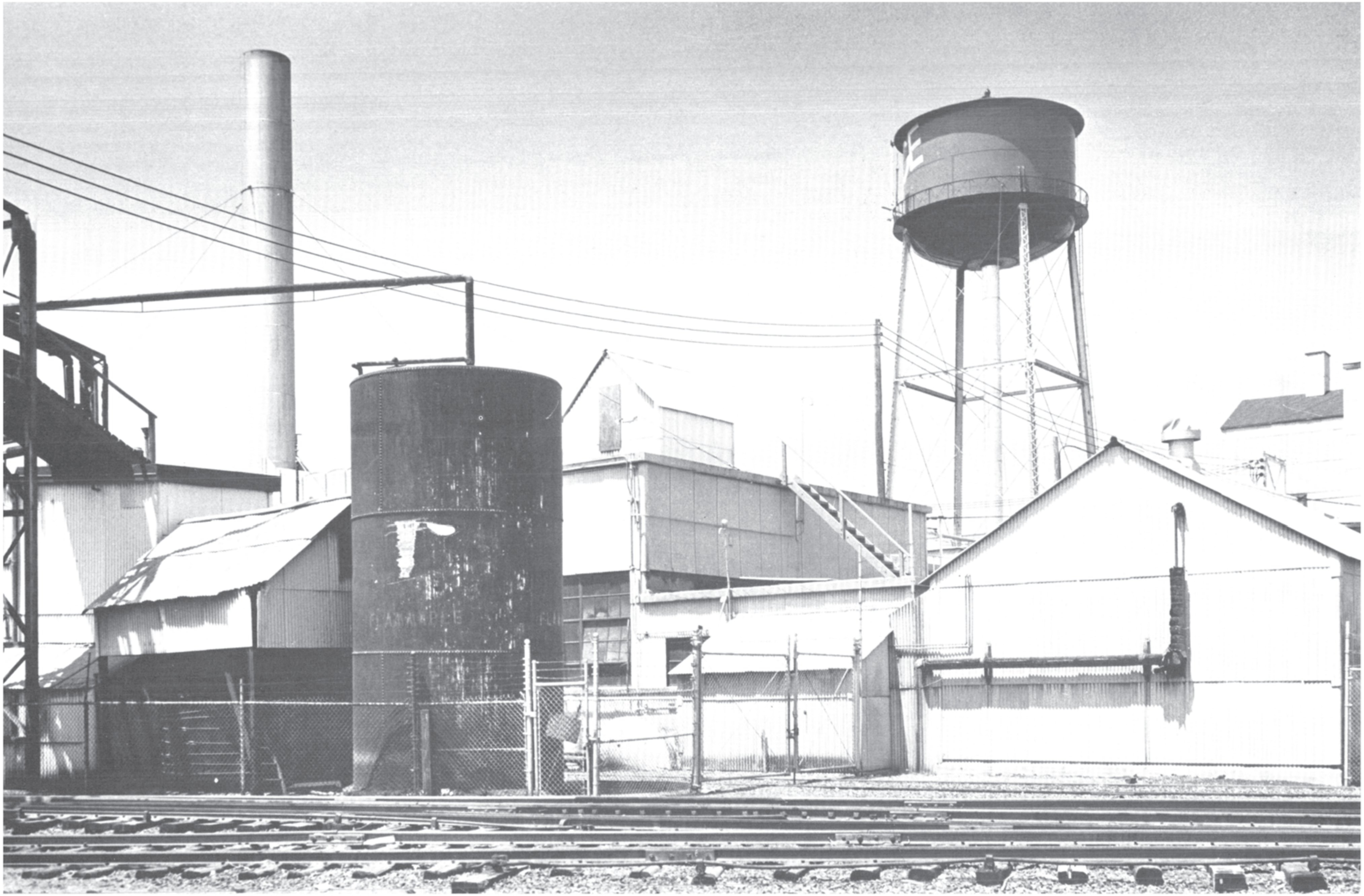
327. Crystalonics, 147 Sherman Street, 1967, Samuel Glaser.



328. Original Dewey & Almy Building, 1919, C. Howard Walker.

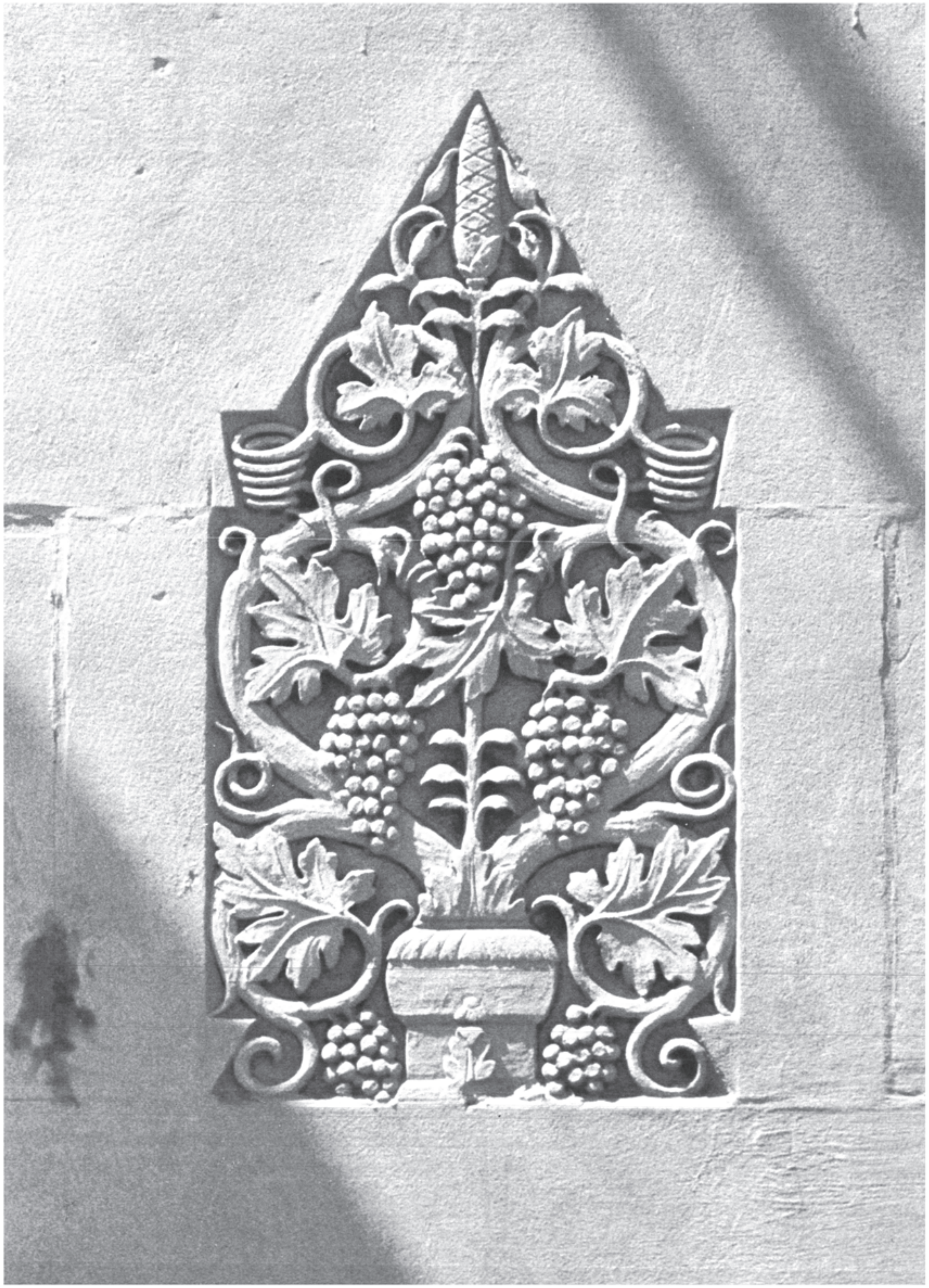
The chemical industry developed during the First World War around the Alewife Brook swamp, at that time an isolated location where the noxious odors and dangerous products could be handled safely. The American Oil Company erected a modest storage depot at the end of Rindge Avenue in 1917 and expanded the facility in the mid-1920s. The Prest-O-Lite Company, manufacturer of carbon lamp filaments for the expanding automobile industry, moved from Cambridgeport to 451 Concord Avenue in 1920, constructing a large complex that was cleared for the Fresh Pond Shopping Center in 1956.

The most important chemical firm in Northwest Cambridge has been the Dewey & Almy Chemical Company, founded in 1919 by two M.I.T. chemical engineers for the manufacture of rubber products, and since 1954 a division of W. R. Grace & Company. The company now occupies the entire tract between Whittemore Avenue and Russell Field, the former site of the late 19th century Yates brickyard. The location has proved advantageous because of the availability of ground water supply for chemical filtration, direct connections with the Boston & Maine Railroad, and close proximity to Route 2 and Massachusetts Avenue. The original building, still standing at the end of Harvey Street (1919; C. Howard Walker, architect; Fig. 328), is a modest steel frame and concrete block structure. By 1930, a sizable complex of eleven buildings had been erected in the triangular area between the Central Massachusetts and the Lexington Branch railroads (Boston & Maine); most were simple steel frame corrugated iron sheds. Expansion continued even in the Depression, but the great stimulus of growth was government contract work during the Second World War. The firm doubled the size of its plant, moving across to the former Sawyer woodworking shops on Whittemore Avenue and south beyond the tracks to Russell Field. At the end of the Second World War Dewey & Almy had created a sprawling maze of some thirty buildings, shops, tanks,



329. W.R. Grace & Co. Buildings,
Harvey Street at railroad, 1930-1960.

warehouses, offices and laboratories, laced with railroad spurs and connected by catwalks and pipeways. Expansion in recent years has continued, including modernization and rebuilding of outmoded facilities and construction of employee parking lots that have encroached upon the Whittemore Avenue residential neighborhood. The full effect of the present industrial landscape is impressive, an architectural ensemble of pure functional design, the very essence of 20th century industry that has so appealed to American artists like Charles Sheeler and Walker Evans (Fig. 329).



330. Facade Detail,
Sears, Roebuck & Co.,
1815 Massachusetts Avenue, 1928.

5

Area Characterization

Porter Square Through Time

Modern Porter Square is the traditional center of Northwest Cambridge, a place of familiar identity for the rest of the city. Its appearance today belies its great age. It was once a simple 17th century road junction, then became defined as an 18th century street village, was transformed into a 19th century suburban center, and was finally refashioned into a 20th century shopping plaza. As a place, Porter Square is a general term for that section of Massachusetts Avenue between the white church steeples of North Avenue Congregational and Cornerstone Baptist; or, taking contemporary landmarks, from Sears, Roebuck & Company to Salvi Ford. The term, Square, is a misnomer, for there is no obvious center and, in fact, a developmental history reveals that foci have emerged and shifted over the past two centuries.

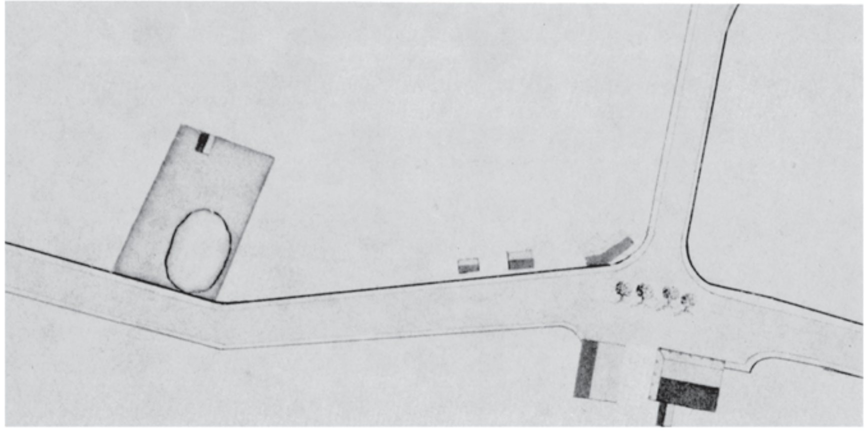
The origin of modern Porter Square lies in the very first decade of settlement in the Massachusetts Bay Colony, when the Concord Highway (now Massachusetts Avenue), which had been laid out through the Newtowne (Cambridge) common land in 1635, was joined in 1638 to a highway (now Beech Street) across the Charlestown Line Field to the Stinted Pasture common (now Prospect Hill, Somerville). The intersection of these two roads served to link Cambridge and Concord with Charlestown and Medford, a function Porter Square still serves today.

During the 17th century, visual definition of the vital road junction was quite casual. The broad path of the Concord highway swung around the base of Jones' Hill (Avon Hill), where it ran towards Menotomy Plain (North Cambridge) beside the Charlestown planting lots. The intersection was marked by the solitary farmstead of Benanuel Bowers. The site is now Massachusetts Avenue between Beech and Allen Streets (see Fig. 12).

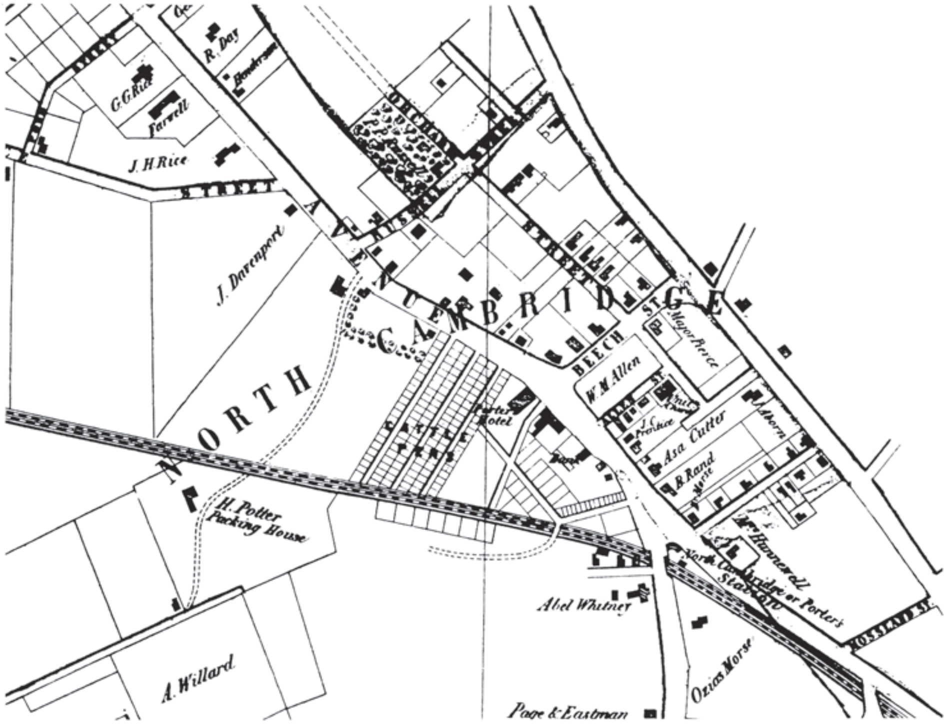
The present boundaries of modern Porter Square were set in the early 18th century by the Cambridge Common Divisions of 1703 and 1724, giving tradesmen access to the vital junction. By the 1760s a cluster of traveler's shops, blacksmiths, wheelwrights and chaisemakers lined the north side of the Concord Road, anchored by the Cooper-Pigeon Tavern (now site of St. James Church; see Fig. 261) and the schoolhouse at Watson's Pond (now Russell Street). A critical road junction at a critical time, the Square was direct witness to the events of April 18 and 19, 1775, when William Dawes alerted the farmers of Watson's Plain and the British troops marched to Concord, later to retreat with skirmishes on the Charlestown Road (now Elm Street), avoiding certain disaster in Cambridge (see Fig. 14).

The mid-18th century landscape was informal. The Concord Road was considerably wider than Massachusetts Avenue is today, and its junction with present-day Beech Street formed a generous triangle, centered on a row of elms. The colonial street village of one- and two-story clapboard houses trimmed in simple Georgian detail surrounded a village green criss-crossed by cart tracks and hoof prints, the edges vaguely bounded by bowered trees and fenced yards. School bells and blacksmith's anvils rang occasionally, marking time.

In 1805, the center of activity was expanded to the east by the opening of the Middlesex Turnpike (Hampshire and Beacon Streets), which joined present Somerville Avenue near the Concord Road (Massachusetts Avenue), drawing the blacksmiths and chaisemakers around the new focus. But the traditional center was reinforced in 1831-1833 when the Cambridge Market (Porter's) Hotel was built across from the old Cooper Tavern (see Fig. 265). A monumental Greek Revival structure, framed by the great elms in the center of the road, the Hotel, famous for Porterhouse steaks, became a favorite of cattle drovers as feed lots and slaughterhouses were established on the south side of the Concord Road (Fig. 331).



331. Porter Square, 1837, showing elm trees at Beech Street and Massachusetts Avenue. Porter's Hotel (lower right), Davenport Tavern (top center), Watson's Pond and School House (left). Hayward Map detail.

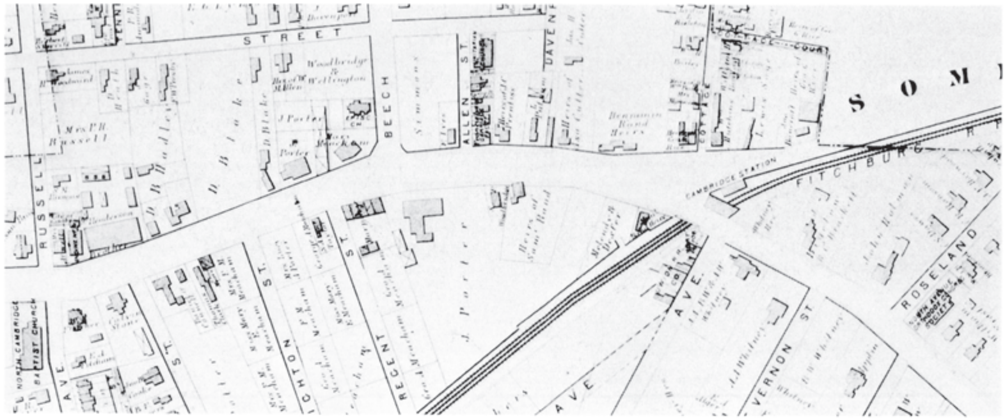


G.G.Rice
Farwell
R. Day
J.H.Rice
J. Davenport
NORTH AVENUE
NORTH CAMBRIDGE
ORCHARD STREET
BEECH ST.
W.M.Allen
Asa Cutter
Mayor Pierce
Porter's Hotel
CATTLE PENS
H. Potter Packing House
A. Willard
Abel Whitney
Page & Eastman
Orrin Morse
North Cambridge or Porter's Station

332. Porter Square Area, 1854. Walling Map detail.

The opening of the Charlestown Branch and Fitchburg Railroads during 1841-1843 nearly dismembered the village, causing local tradesmen to petition the railroad for bridges over the tracks at the Turnpike (Hampshire Street) and the Concord Road-North Avenue (Massachusetts Avenue) crossings (see Fig. 26). The center of activity now shifted from Porter's Hotel towards the Fitchburg depot at Union Square (Porter Square), as the intersection of Somerville and Massachusetts Avenues was then known, and the rural pulse quickened with the sounds of train whistles, omnibus horns and lowing cattle.

The effects of growing prosperity stimulated the colonial village as chaise-makers expanded their shops into carriage factories, and the rear lots were subdivided for suburban houses on Orchard Street. This was North Cambridge, the commuters' suburb, where church spires rose above the elms marking the edges of the Square (Fig. 332): the Unitarian Church (1851) on Allen and Orchard Streets; the North Cambridge Baptist (1854; see Fig. 221), at Cogswell and North Avenues; and later, the North Avenue Congregational, moved up from Cambridge Common to Roseland Street and the Avenue in 1867. The ultimate in suburban progress was the horse railway which was laid up North Avenue from Harvard Square to West Cambridge (Arlington) during 1856-1857, slicing through the elm-shaded triangle at Beech Street, destroying the one effort of public landscaping in the Square.



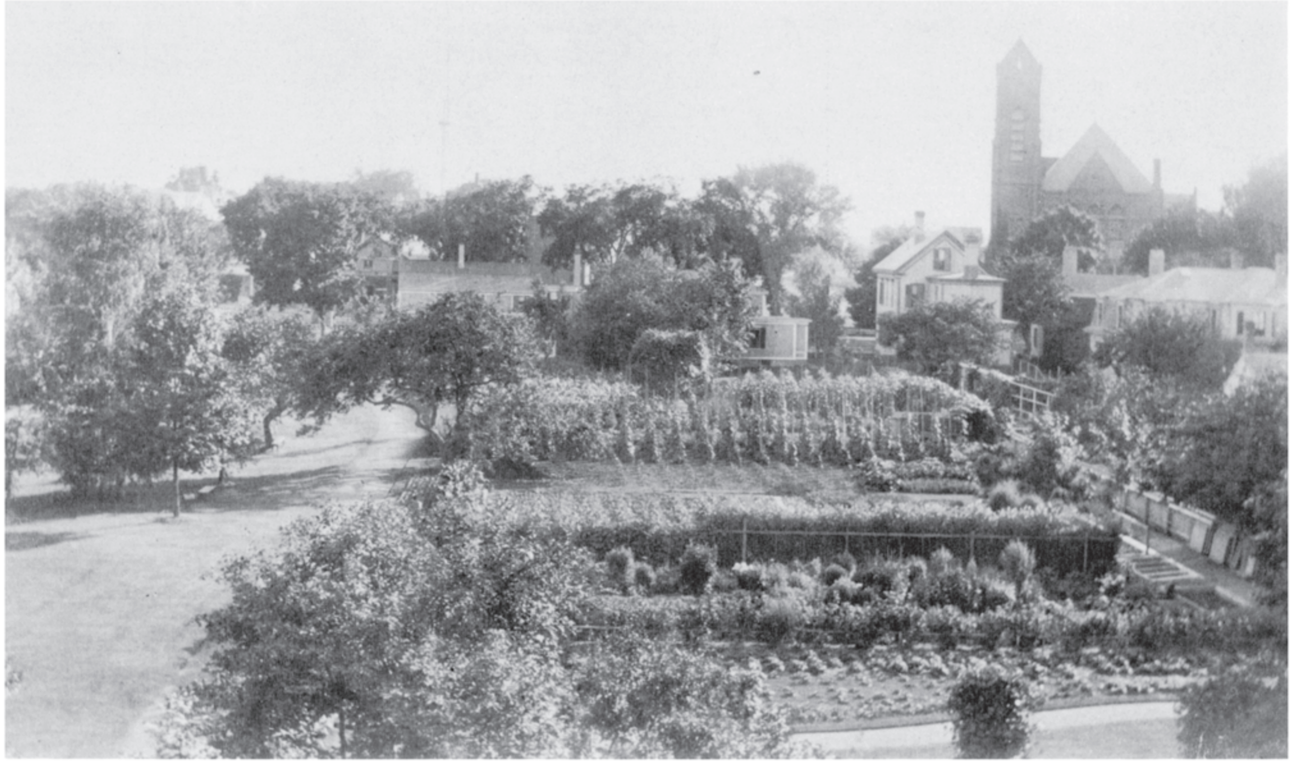
STREET
BEECH
ALLEN ST.
DAVENPORT
SOM
FITCHBURG R.R.
CAMBRIDGE STATION
RUSSELL
ROSELAND
VERNON ST
AVE.
REGENT ST.
NORTH CAMBRIDGE BAPTIST CHURCH

333. Porter Square Area, 1873. Hopkins Atlas detail.

In the period of post-Civil War prosperity, the focus again shifted, this time back up the Avenue to Russell Street, where multi-story brick buildings — the Police and Fire Station (1868; see Fig. 247), now 2001 Massachusetts Avenue, Henderson's Carriage Repository (1869; see Fig. 23), and Potter's Block (1873) — created a shadowed urban streetscape (Fig. 333). When business activity recovered from the Depression of the 1870s, the center of activity swung back to the railroad station at Union Square with the construction of the Lovell Block (1882; see Fig. 276) at 1851 Massachusetts Avenue, followed by other brick buildings around the railroad bridge (Fig. 334).

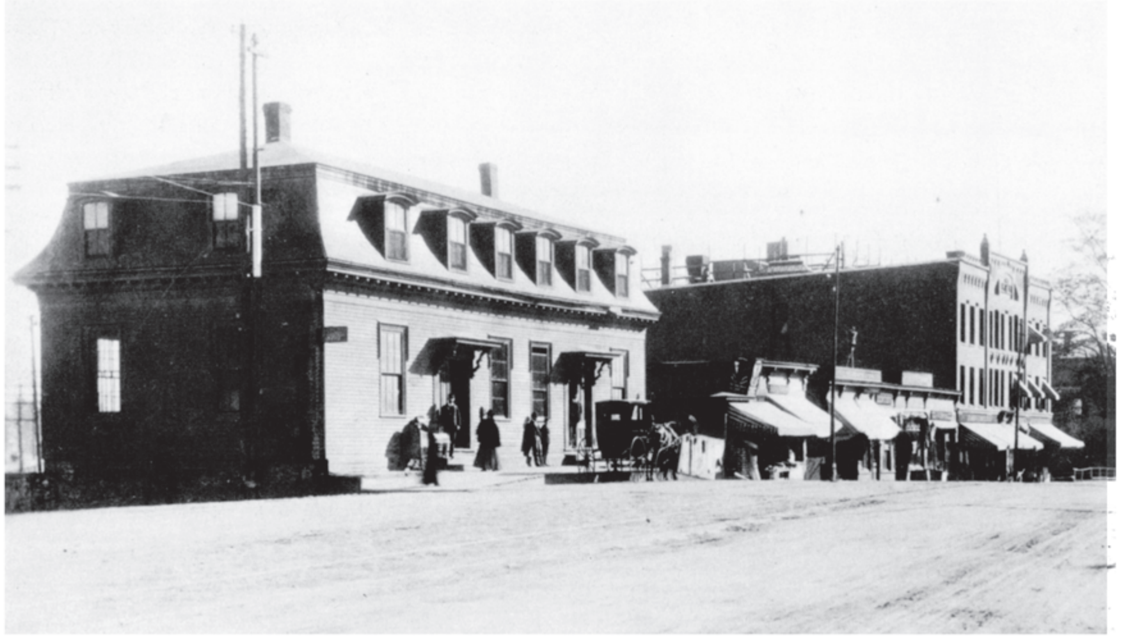
The traditional center around Porter's Hotel was rebuilt in the late 19th century as an impressive civic center in stone and brick. The first edifice to rise was the Third Universalist Church (1875; Fig. 335), whose thick tower dwarfed all others on the Avenue; next, on the Cooper-Davenport Tavern site, St. James Church (1888; see Fig. 226), a rocky belfried mass carefully sited at the Beech Street corner. Both new churches and the addition of a white Colonial steeple to Cornerstone Baptist (1885; see Fig. 222) at 2114 Massachusetts Avenue were designed by leading architects, an indication of the increased social and economic status of the North Cambridge community. The horsecars were replaced by electric streetcars in 1889, and Massachusetts Avenue was soon cluttered with overhead trolley and power wires (Fig. 336).

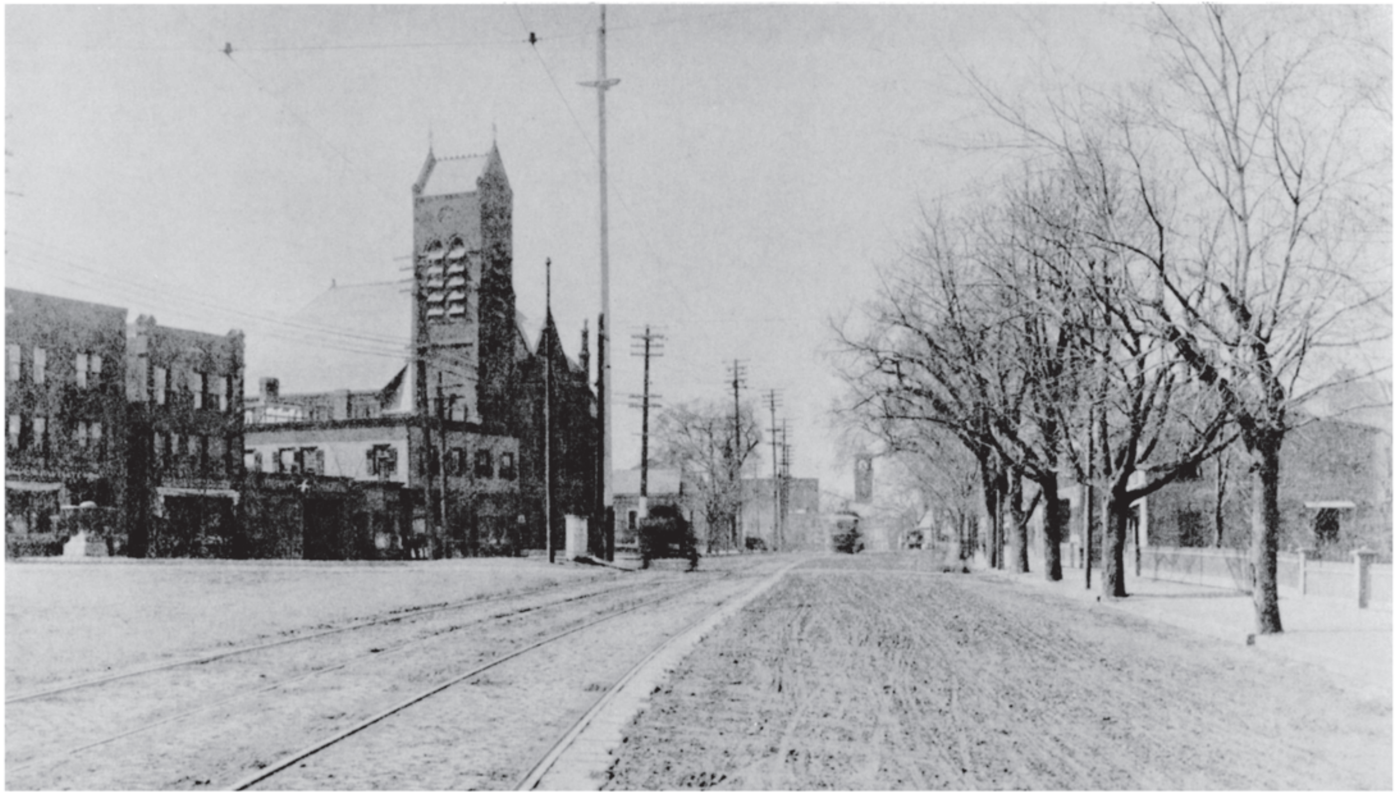
The century was climaxed by a wave of monumental rebuilding of the Avenue: the Odd Fellows Block (1892; see Fig. 278); the new Henderson Brothers' Repository (1892; see Fig. 317) at 2067-2089 Massachusetts Avenue; the new Fire Station (1896; see Fig. 248) at 2029 Massachusetts Avenue; the Newtowne Club (1896; see Fig. 244) at 11 Davenport Street; and the new Cambridge Station (1897; see Fig. 275).



335. Rand Estate, about 1885. Now site of Porter Square Shopping Center. Universalist Church (right).

334. Porter Square, looking south, about 1895. Porter's Station (left), Lovell Block (right).

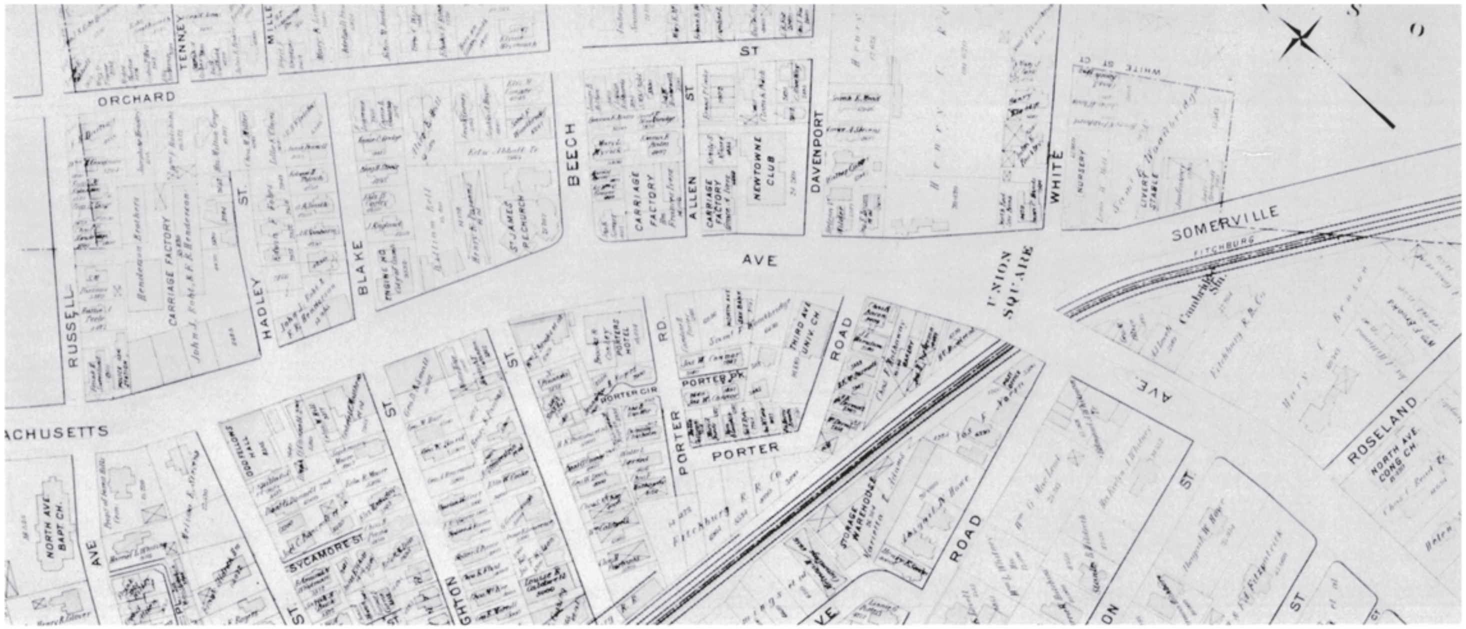




336. Porter Square, looking west, about 1900.
Universalist Church (left),
Fire Station (center), Rand Estate (right).

The impressive architectural scale continued into the 20th century with the formal Classical facades on the North Avenue Savings Bank (1906; see Fig. 286) at 1960 Massachusetts Avenue and the Masonic Temple (1910; see Fig. 245) at 1950 Massachusetts Avenue. Porter's Hotel itself was demolished in 1909 after years as a boarding house (see Fig. 266). At the culmination of a half-century of suburban growth and expansion in North Cambridge, the Avenue was now lined with steeples and towers, whose intricate brick and handsome stonework embellished a succession of prideful landmarks (Fig. 337).

The automobile had begun to change the streetscape of Porter Square by the First World War. The remaining blacksmith shops were transformed into auto garages and gasoline filling stations, such as 820 Somerville Avenue (1913, now Porter Square Dodge). During the decade after the War, mass culture found its expression on the Avenue in solid and suitable structures highlighted by electric signs, as at the Porter Square Theatre (1927) at 2005 Massachusetts Avenue, and Sears, Roebuck & Company

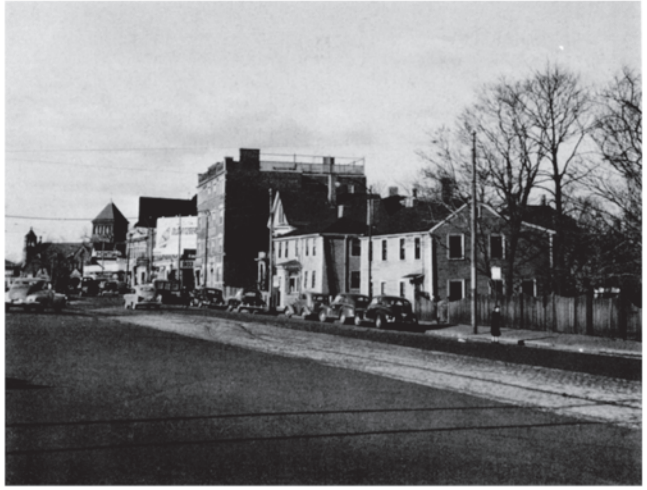

TENNEY
ORCHARD
ST
BEECH
ALLEN
DAVENPORT
WHITE
CARRIAGE FACTORY
NEWTOWNE CLUB
RUSSELL
HADLEY
BLAKE
ENGINE HO
ST. JAMES EPIS. CH.
SOMERVILLE
FITCHBURG
AVE
UNION SQUARE
ACHUSETTS
NORTH AVE BAPT. CH.
SYCAMORE ST
PORTERS HOTEL
THIRD AVE UNIV. CH.
RD.
ROAD
PORTER
PORTER PL.
STORAGE WAREHOUSE
ROSELAND
NORTH AVE CONG. CH.
LIVERY STABLE
NURSERY

337. Porter Square Area, 1903.
Bromley Atlas detail.

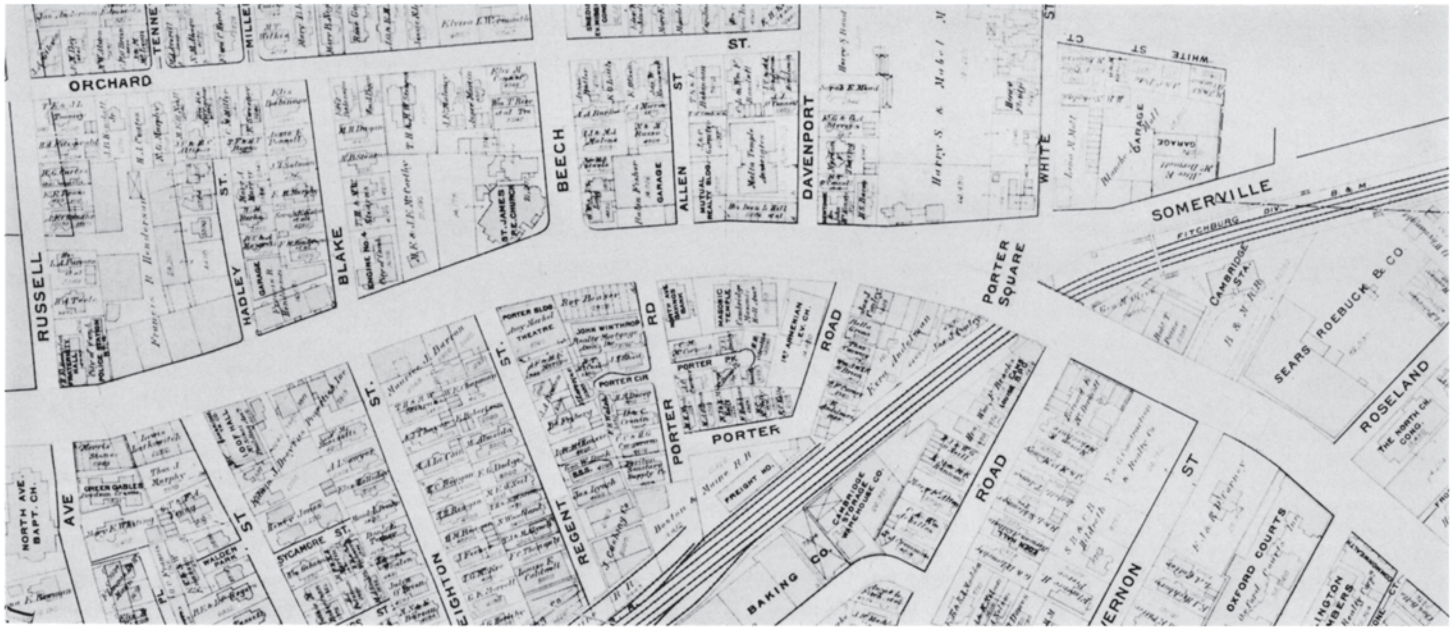
(1928; see Fig. 283), at 1815 Massachusetts Avenue, concluding a near-century of monumental architecture that had begun with Edson's Hotel (Fig. 338). A temporary decline began with the Great Depression and the passing of the suburbanites, a period symbolized by the loss of the towered Cambridge railroad station (1938) which was turned into parking lots for Sears. After the Second World War a long period of quiet stagnation settled on Cambridge and Porter Square, while the middle class exited to the new suburbs beyond Route 128; the era of decline was climaxed by the demise of the Avenue's clanging streetcars in 1958.

Remarkably, some fragments of early 19th century landscape had survived undisturbed; but in the mid-1950s a new spirit of progress invited the automobile-suburban ethic into the heart of Porter Square, sweeping away these venerable enclaves. Certainly the most dramatic loss was the leveling of the Rand estate in 1952; this had been a 19th century enclave of homes and gardens (Fig. 339; see Fig. 335). In its place was built the Porter Square Shopping Center (1956; see Fig. 284), a perfunctory array of stores strung out behind a sea of asphalt. The old Union Square was soon clogged with cars, and traffic islands and traffic lights were erected to arrange the confusion. Even after these accommodations to the automobile, three more landmarks were taken down for parking lots: in 1955 the Third Universalist Church (First Armenian) and in 1968 the venerable Prentice House and the Odd Fellows Building. The vacant lots and renewed prosperity of the Avenue attracted still more automobile architecture, and drive-in restaurants, franchised by national chains, were built on the sites of the demolished landmarks.

Porter Square today is a confused environment, overwhelmed by traffic that fills to the brim the broad Concord highway. The 19th century brick and stone is now dreary and sooted. Aging facades are hidden beneath their own shadows and commercial advertisements. They are now isolated landmarks ringed by parking lots for the automobile culture. There is also a new spirit in places, seen in bold graphics on old store fronts, as the sophisticated Harvard Square commercialism moves into the vacant niches of Porter Square. The best-known new landmark is now Charrette's (1967; 2000 Massachusetts Avenue), formerly the Porter Square Theatre, and there are also interesting restaurants and craft stores following the antique shops up the Avenue.



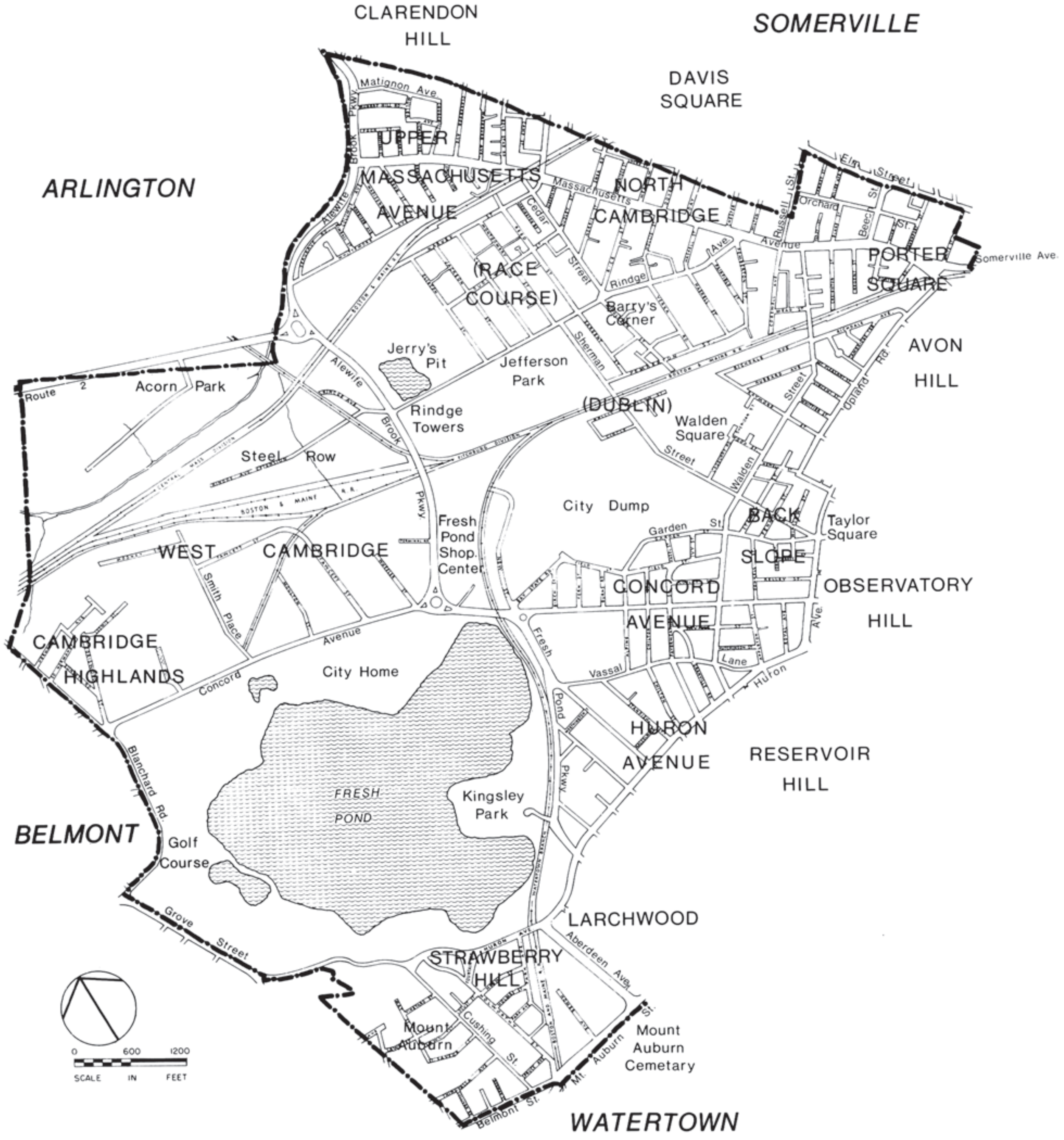
339. Porter Square, looking west, 1951. Rand Estate (right), St. James Church (center).



338. Porter Square Area, 1930. Bromley Atlas detail.

Northwest Cambridge Neighborhoods

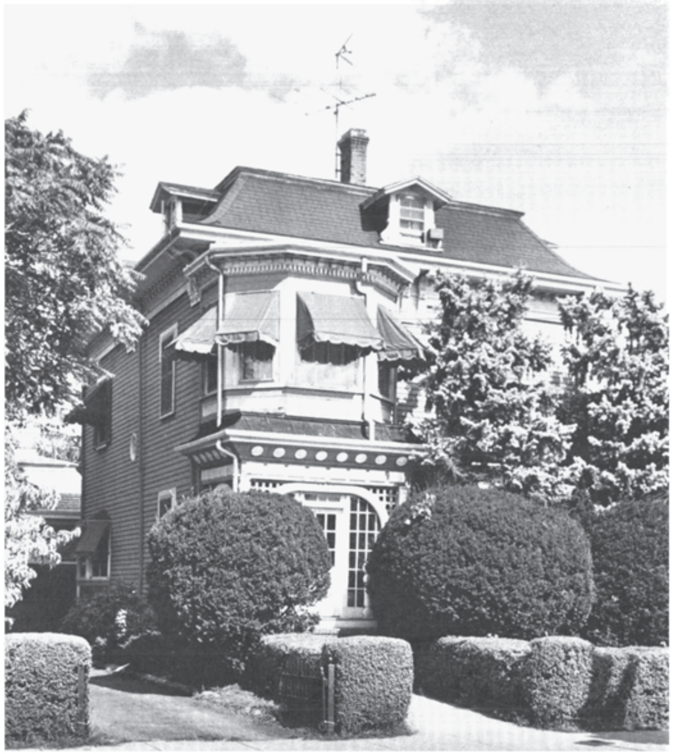
340. Neighborhoods of Northwest Cambridge.


CLARENDON HILL
SOMERVILLE
DAVIS SQUARE
ARLINGTON
Matignon Ave.
UPPER MASSACHUSETTS AVENUE
Massachusetts
NORTH CAMBRIDGE
Elm Street
Orchard
Russell St.
Beech St.
Avenue
PORTER SQUARE
Somerville Ave.
Alewife Brook Pkwy.
Cedar
Street
(RACE COURSE)
Ridge
Barry's Corner
Sherman
Jerry's Pit
Jefferson Park
AVON HILL
Upland Rd.
Route 2
Acorn Park
Alewife Brook
Rindge Towers
(DUBLIN)
Walden Square
Street
Steel Row
BOSTON & MAINE R.R.
Pkwy.
Fresh Pond Shop. Center
City Dump
Garden St.
BACK SLOPE
Taylor Square
Walden
WEST CAMBRIDGE
Smith Place
CONCORD AVENUE
OBSERVATORY HILL
Ave.
CAMBRIDGE HIGHLANDS
Avenue
Concord
City Home
Fresh
Vassal
Lane
Huron
Pond
HURON AVENUE
RESERVOIR HILL
Blanchard Rd.
Pkwy.
FRESH POND
Kingsley Park
BELMONT
Golf Course
Grove Street
LARCHWOOD
Aberdeen Ave.
STRAWBERRY HILL
Mount Auburn
Cushing St.
Mount Auburn Cemetary
Mt. Auburn St.
Belmont St.
WATERTOWN
0 600 1200
SCALE IN FEET

Northwest Cambridge is an amalgam of modest suburban neighborhoods, the home of diverse cultural groups that have been part of the City's growth over the last century. There is little affluent residential architecture, and neighborhood cohesiveness is measured by seclusion from the industrial and commercial belt that nearly encircles the area. The neighborhoods are youthful, and many residents can remember open fields, fresh lumber, and streetcars. In fact, the last vestige of 17th century farmland was only developed as this survey was concluded.

Northwest Cambridge is often thought of as simply "North Cambridge," a single neighborhood extending from Porter Square to Alewife Brook. But Northwest Cambridge is more than North Cambridge alone; it is also the western neighborhoods, often overlooked and unknown, save to those who live in them (Fig. 340). Without any official identity is the web of streets that lie across the backslope of Avon, Observatory and Reservoir Hills, laced by Walden Street, Concord and Huron Avenues. This area, too, has a history an architectural manner similar to North Cambridge. At the edge of the City are the insular worlds of Strawberry Hill and Cambridge Highlands; these neighborhoods reflect the general modesty of the entire survey area.

Northwest Cambridge has an architecture of workers cottages, two-family houses, three-deckers — street after street of unpretentious homes that have been modernized, expanded, rebuilt and occupied by families that have grown with Cambridge. Throughout the area, there is a care and understanding for the homes that helps provide an impetus for architectural appreciation and conservation. Three neighborhoods — Orchard-Russell Street, the Race Course, and Strawberry Hill — have retained a strong sense of the 19th century suburban landscape that underlies the aesthetic of Northwest Cambridge. There are also certain building groups that deserve recognition as near-classics of their type: the brickyard workers cottages on Donnell and Sherman Streets; the streetcar suburban two-families and three-deckers along Huron Avenue; and the Western Ranch houses on the Belmont line. Finally, there are the true landmarks: the Abraham Watson, Jr. house (181-183 Sherman Street; see Fig. 77); the Kidder-Sargent-McCrehan house (146 Rindge Avenue; see Fig. 84); the Fresh Pond Hotel (234 Lakeview Avenue; see Fig. 264); the Alms House (Matignon Road; see Fig. 253); the Cornerstone Baptist Church (2120 Massachusetts Avenue; see Fig. 222); the Henderson Brothers Repository (2067-2089 Massachusetts Avenue, now Salvi Ford; see Fig. 308); and the Taylor (Wyeth) Square Fire Station (113 Garden Street; see Fig. 249).



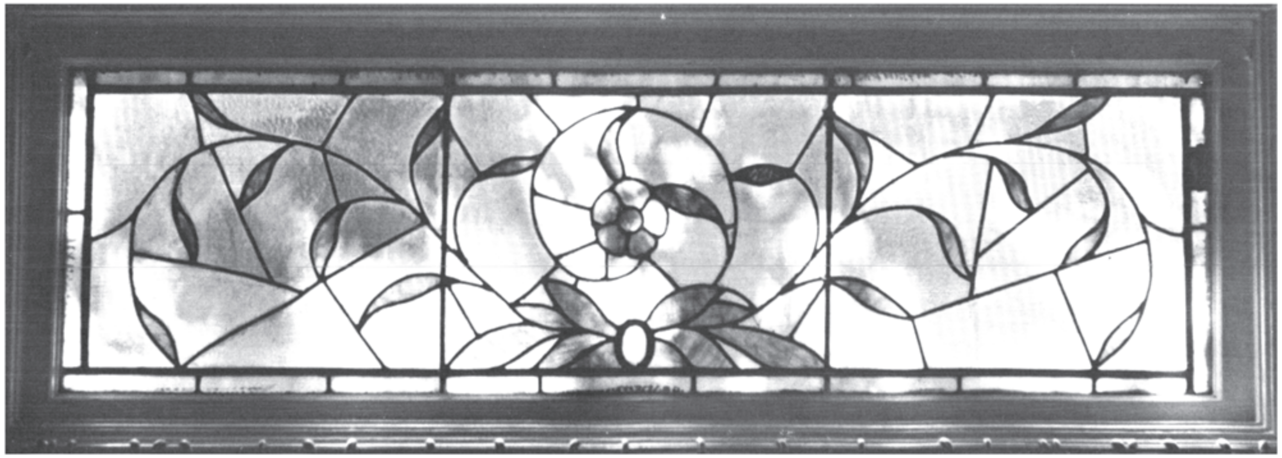
342. Mansard House, 2203 Massachusetts Avenue, 1863.

Massachusetts Avenue

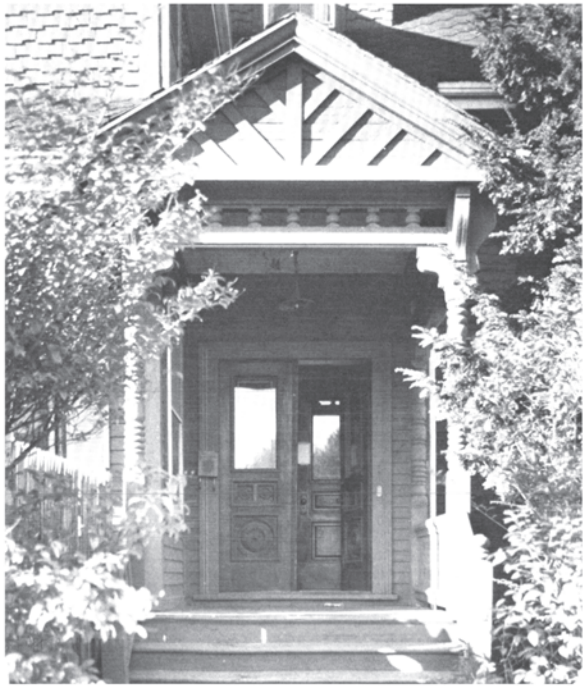
There is a certain grandeur in Massachusetts Avenue. Its great width alone marks it as a monumental boulevard. So it has been since it was laid out from Cambridge to Concord in 1635. Even in the first years of settlement, the road was 100 feet wide, with room for farm carts, or British troops, or cattle herds. Later, it became a main street of North Cambridge life, with its own street railway clattering with trolleys.

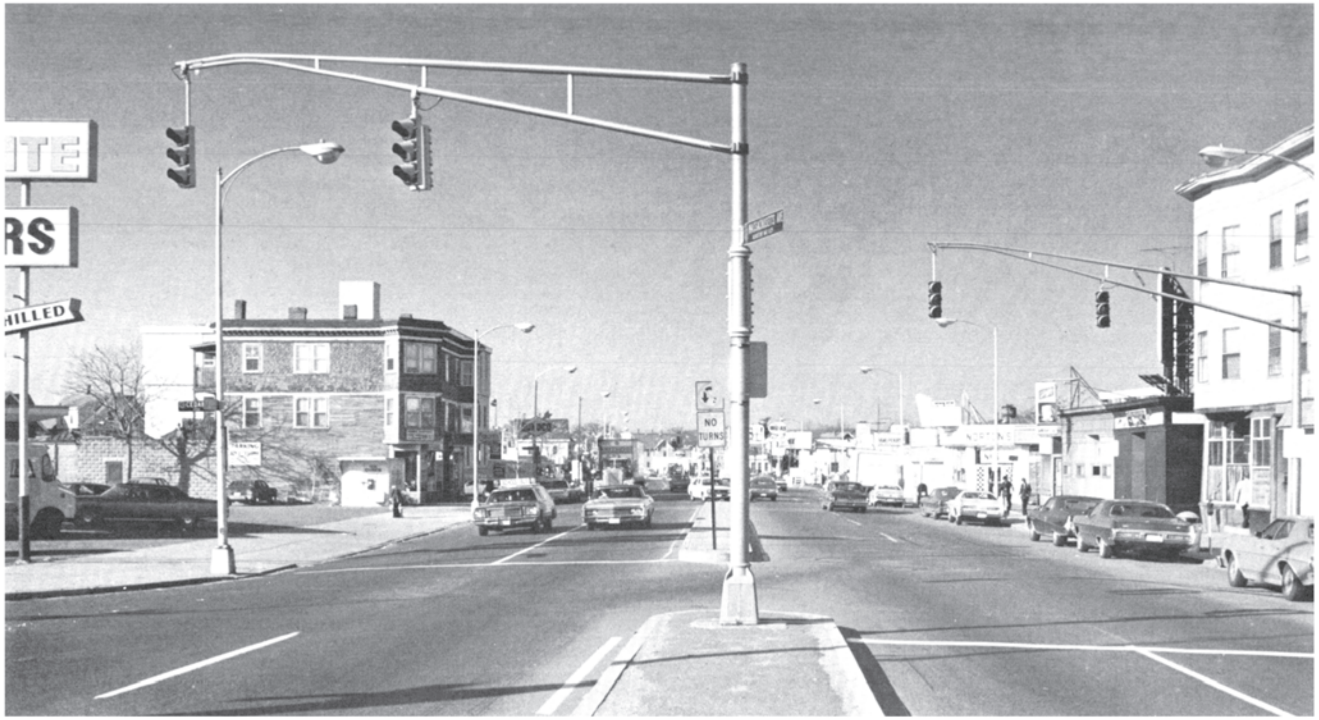
The Avenue today is in a state of transition; numerous vacant lots await development. Nothing now remains of the colonial farmsteads of Menotomy Plain that once lined the Country Highway; the last was demolished in 1970. Only the side street grid survives as petrified field lines of the agricultural era. The oldest houses now are products of the great 19th century suburbanization of North Cambridge, but the survival of even this Victorian streetscape is in serious doubt. The once-proud parade of stylish homes that graced the Avenue from

341. Stained Glass Transom,
81 Orchard Street,
1896.

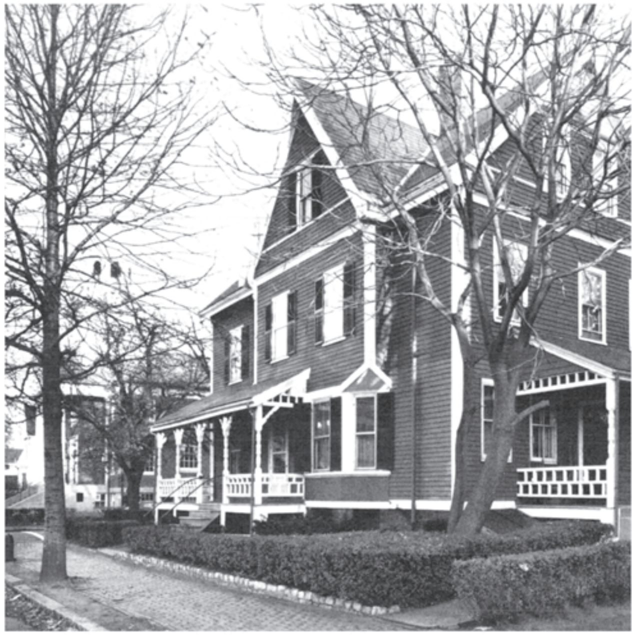


343. Queen Anne Entrance,
2336 Massachusetts Avenue, 1883.





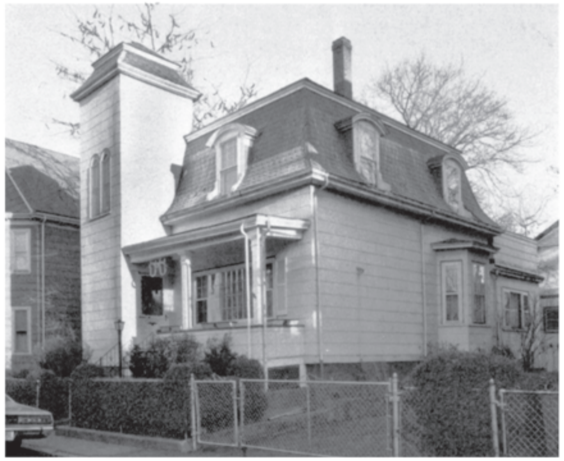
344. Massachusetts Avenue, looking west to Arlington Heights.



345. Queen Anne House, 14 Beech Street, 1887.

Russell Street to the railroad crossing is now reduced to a huddled cluster, assailed by 20th century commercial expansion. Four survivors face each other across Massachusetts Avenue (2103, 2200, 2210, 2218), a fragile architectural class. Here are three Civil War-era Mansards and a Colonial Revival surrounded by aging copper beeches, deep lawns, and trimmed hedges, the 19th century suburban landscape intact (Fig. 342; see Fig. 155). Beyond this group and a few shrouded Queen Annes up the Avenue (2318 and 2336; Fig. 343; see Fig. 160), all architecture is 20th century: corner stores, drive-in services, and high-rise apartments. From this perspective, the Avenue's breadth offers landmarks on the distant horizon: to the west, the water tank on Arlington Heights; and to the east, the John Hancock Tower in Boston. Include the traffic lights and median strip and North Cambridge appears another Los Angeles (Fig. 344).

346. Towered Mansard House, 12 Tenney Street, 1870.



Orchard and Russell Streets

A residential oasis between noisy Massachusetts Avenue and Elm Street, Orchard Street is the best preserved of the mid-19th century suburban neighborhoods in Northwest Cambridge, an appropriate candidate for architectural conservation. The intersection of Orchard Street with ancient Beech Street, famous as the Battle Road of 1775, serves as the public gateway, each corner anchored by well-preserved period architecture: a towered Colonial Revival house (11 Beech Street), a simple Italianate (15 Beech), a pristine Queen Anne (14 Beech; Fig. 345), and a Neo-Georgian church (16 Beech; see Fig. 232).

For this neighborhood, the sunny (odd-numbered) side of Orchard Street has always been the best address, a status reflected in the architectural quality of the houses. Built up initially with fairly large houses situated comfortably close to one another and to the street, the remaining lots were filled in during the early 20th century with two-family homes of about the same mass and proportions. Moving west from Beech Street towards Russell Street, a full range of suburban designs is seen: New England Colonial Revival (35), a pair of charming early Bracketed cottages (41 and 45; see Fig. 139), refined Colonial Revival (57; see Fig. 174), towered Mansard (81; see Fig. 153), the beauty of turn of the century stained glass windows (81; see Fig. 341), and the comfortable porches of a Queen Anne (83). A half-dozen houses here illustrate what the others could become if owners were so inclined.

The street is fully shaded with trees, and the traffic regulated by one-way flow from Russell Street. Enjoyable period houses are also found on the adjacent side streets: Queen Annes on Hadley Street, and the pair of once-Gothic cottages and a toy towered Mansard on Tenney Street (Fig. 346). Shady Elm Street on the Somerville line has its share of architectural notables: a haunting Mansard side-hall (number 140; see Fig. 150), a retardataire Greek Revival (164), and a resplendent Queen Anne three-decker (174; see Fig. 114).

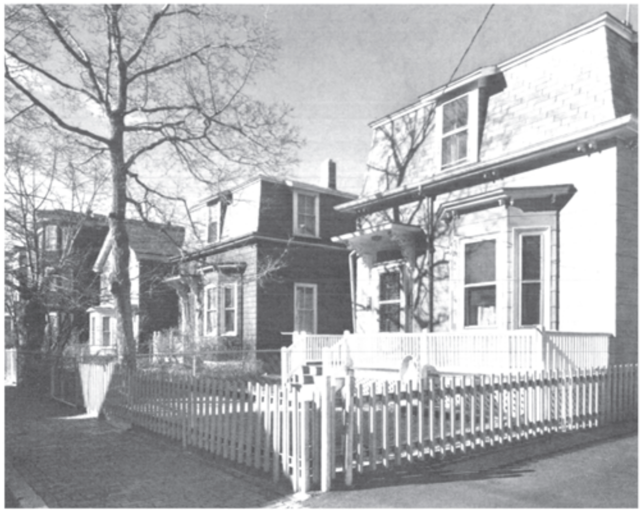
Across Beech Street, the Orchard Street vista is abruptly terminated by the concrete wall of the Porter Square Shopping Center. Yet here, disfigured and forgotten, are several notable 19th century buildings: the Newtowne Club (5 Davenport Street; Stephen James House; see Fig. 244), the former Unitarian Church (17-20 Auburn Street), and a large Bracketed house, crowned with a cupola, that once faced Elm Street (51 Davenport Street; see Fig. 143).

Russell Street is barely within Cambridge. The Somerville line zig-zags through the sidewalks, but the Cambridge portion includes some important buildings. Yearly threatened with demolition and hidden by insistent conifers is number 11, a remarkable specimen that fuses Ruskinian Gothic with early Queen Anne, and is now the finest remaining large suburban house in North Cambridge (see Fig. 159). Designed in 1879 by Frank Howe, of Van Brunt & Howe, it is complemented by a delightful Queen Anne house set to the rear on a dirt drive. Nearly obscured from the view by the Massachusetts Avenue facades, and often mistaken for part of the old Henderson Block (Salvi Ford) is the corbelled brick tower of the North Cambridge Police and Fire Station built after the Civil War (see Fig. 247). It now houses the Veterans of Foreign Wars Post 7353. Next door, at 2 Russell Street stood the Winthrop School (see Fig. 234). It had been the oldest schoolhouse in Cambridge until its 1975 demolition.

North Cambridge Side Streets

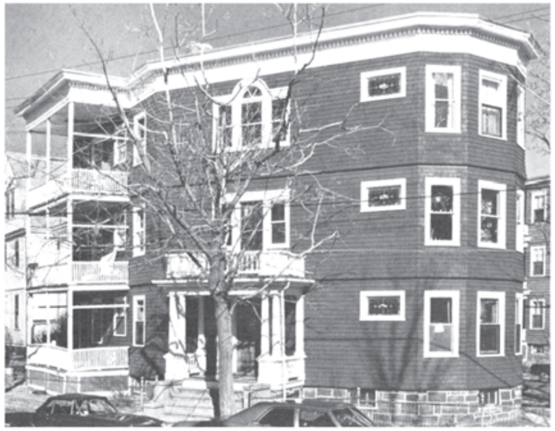
There is a narrow band of pleasant side streets along the north side of Massachusetts Avenue that constitutes a distinct Cambridge neighborhood, separate from Somerville. The short streets from Milton Street to Shea Road retain something of the 19th century suburban atmosphere, although it is often hard to detect beneath layers of asbestos and aluminum siding. Once-substantial streets like Chester and Day retain only isolated architectural remnants, most older suburban homes having been razed or remodeled for two-families, three-deckers and apartments since the turn of the century. Chester Kingsley's richly adorned Mansard-turned-Queen Anne at 5 Chester Street is now the best remaining example of the neighborhood's residential quality (see Fig. 163). Now converted into a nursing home, the shingle patterns and mastic relief have fortunately been retained. Only on Milton and Woodbridge Streets, where the original homes have been thoughtfully maintained with neat lawns and healthy trees, does one feel the quiet of 19th century suburban life (Fig. 347).

347. Woodbridge Street, west side.



348. Mansard Cottages, Rice Street, west side.

349. Three-Decker, 51 Fairfield Street, 1911.

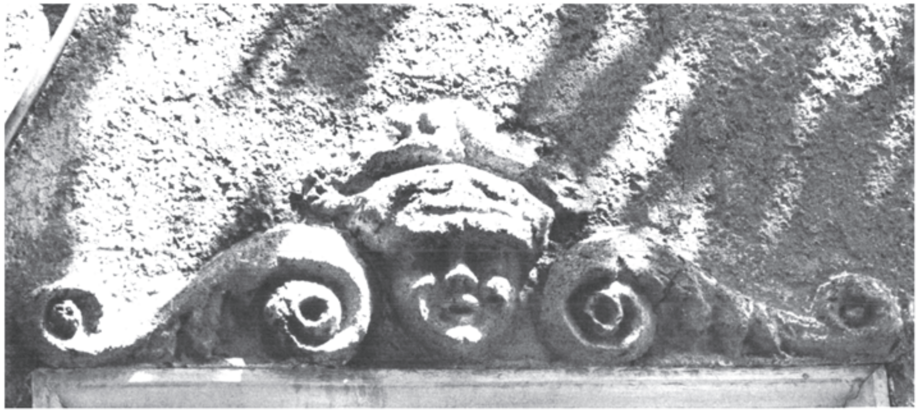


The streets south of Massachusetts Avenue, from Walden to Cedar, never developed as homogenous architectural neighborhoods. Instead, most have a scattering of mid-19th century suburban homes which were infilled with elaborate two-families and well-built three-deckers in the late 19th and early 20th centuries. Near the Avenue, the general tenor is proper middle class, merging into the Dublin brickyards neighborhood beyond Cedar Street. Fingering directly back from the Avenue, the local streets are largely independent of one another. Each has its own character, depending on length and traffic volume. Major thoroughfares, such as Walden Street, suffer grievously from the noise and rumble of heavy trucks past Mansard side-halls and culs-de-sac of Queen Anne two-family houses. Rindge Avenue fares better because it is wider, but its towered Queen Anne houses with screened sitting porches are nearly overwhelmed by the insistent onrush. Other streets have suffered from overdevelopment and neglect in the 20th century. Originally, each had a few handsome houses that served as architectural foci. Cogswell Street has suffered visually in recent years from the building of new apartment dwellings, but the foot of the street still maintains suburban quietude. Rice Street was hastily overbuilt with three-deckers, dismembering what once had been a charming row of Mansard cottages, of which only four remain (Fig. 348). The architectural jewel of the street — and of Northwest Cambridge — is the pristine Greek Revival cottage at 59, beautifully kept by its owners (see Fig. 135).

The shorter streets are architecturally successful. Norris Street, for example, has a pair of Mansards, early two-families, handsome three-deckers, a workers cottage, and the Romanesque North Cambridge Catholic High School (see Fig. 236). The mature street trees help maintain a domestic scale and hide the clutter of overhead wires, while the settled red brick sidewalks lend a touch of age underfoot. Save for the absence of trees, Hollis Street is another satisfying array of period architecture: a fine early Bracketed house at 10 (see Fig. 142), adjacent to a towered Queen Anne and balanced by a quality row of Bungalow two-families. Hollis Street turns unexpectedly toward Rindge Avenue, where Mansard and Queen Anne side-halls hide behind bushes anchored by the Greek Revival mass of 99 Rindge Avenue. Rindgefield Street is a warm and inviting secluded core with bowered trees and shingled Bungalow two-families.

The essential suburban quality of the side street area is felt on Pemberton and Fairfield Streets, where the earliest houses have retained their distinctive qualities and the later multiple-family buildings are properly sited. Three looming Mansards survive on Pemberton Street (24, 32, 33; see Fig. 156). The heart of the neighborhood is the relaxed juncture of Pemberton and Fairfield Streets, given visual focus by a flat-iron three-decker of Colonial Revival intent, which faces Queen Anne singles with turned posts and elaborate gable work (Fig. 349). Beyond, at 54 Pemberton Street, is an inviting gambreled Colonial Revival in period colors.

The entire neighborhood is pocketed with culs-de-sac of varying degrees of intimacy. At best, they can serve as enclaves of suburban solitude, removed from the madness of Massachusetts Avenue. With chocolate-shingled houses and green, trimmed hedges, Rindge Terrace is the finest, each house sited in deference to the others, and uncluttered by cars (see Fig. 178). Residential privacy is also attained at the foot of Pemberton Street, with its secluded Queen Anne houses, and on Warwick Park.



350. Window Detail, 51 Dudley Street, 1912.

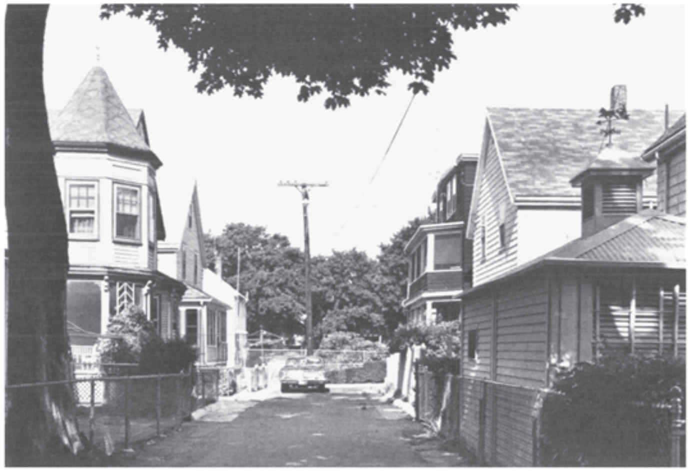
Race Course, Dublin, and Rindge Avenue

At the present heart of North Cambridge was the Race Course, bounded by Rindge Avenue, Cedar, Clifton, and Harvey Streets, bisected by Dudley Street. Traffic, commerce and industry encircle these edges, and local entry is regulated by an effective one-way traffic system.

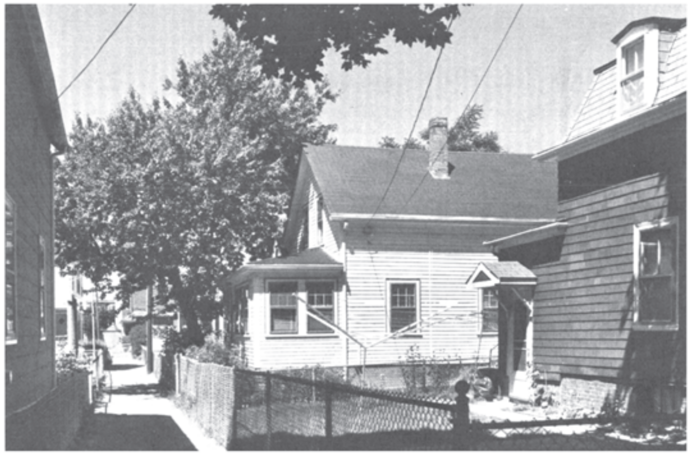
At the core, this neighborhood approaches the inviting tranquility of a Midwestern town, its regular blocks of streets shaded by mature trees and embellished by colorful gardens in the summer months. The area has undergone a succession of increasing densities since it was platted in the mid-19th century, but the original deep lots and kitchen gardens retain the informal domestic scale. Although the houses are modest in size, the neighborhood as a whole has a pleasant unity and neighborliness that comes from houses closely spaced and sited along narrow streets (Fig. 351). A great deal of renovation has taken place throughout the area in the past few years, but this unfortunately has generally entailed the peeling off or covering over of the Queen Anne elements that lent the simple designs some distinction. The most attractive houses here today are those that have been the least tampered with. Most satisfying are the blocks on Clay, Montgomery, and Reed Streets, where various housing types complement one another — heavy-corniced three-deckers, screen-porched two-families, turnposted singles, and flank-gabled workers cottages. The miniature front yard is often a showplace of owner's pride, where ornate religious and floral displays are delineated by neat chain-link fences. Simple tract houses were squeezed in during the late 19th century between Dudley and Harvey Streets; but here, too, the domestic scale was maintained. Many of these tiny streets are pedestrian ways, such as Theriault Court, George Street, and Reed Street Terrace (Fig. 352). With houses close upon the road, these streets have some of the intimacy of a Maritime fishing village. Most notable is Harrington Street, set below grade on the Poor House site, its little houses forming a separate world just half a block from Massachusetts Avenue.

Harvey Street contains the neighborhood's few architectural landmarks: two Greek Revival houses at 119 and 143 (see Fig. 92) surviving from the days of the Trotting Park. The former Ecole de Notre Dame de Pitie at 69, and Heard's Chapel (African Methodist Episcopal) at 76 (see Figs. 233, 239), both now manufacturing shops, testify to the immigrants who settled the area. Clifton Street bodes of the future; brick apartment blocks now line both sides. The uncompromising bulkiness of the latter is particularly damaging to the visual quality of the Race Course neighborhood because it destroys the scale of the streets, the most attractive quality that the area has. Some recent units have badly overcrowded the small lots upon which they stand, as have the urbanized row houses on Jackson Street.

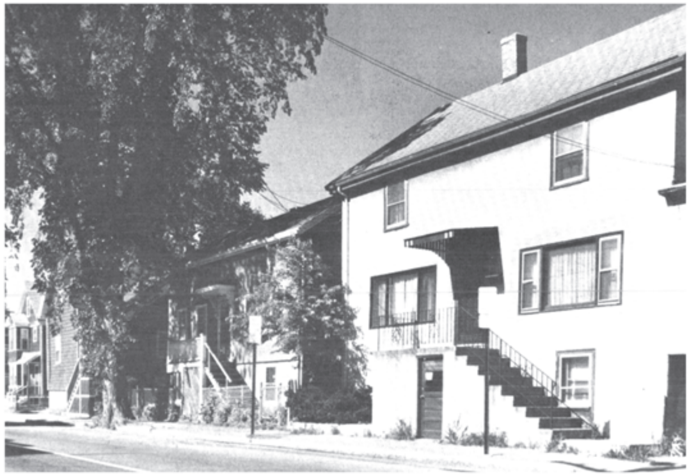
Sherman Street and Rindge Avenue are the crossroads of the old Dublin neighborhood that formed around the 19th century brickyards. Much of the original workers housing is now overwhelmed by 20th century development and is in serious danger of obliteration. Fragile portions of the former brickyard laborers' community remain tucked away on narrow streets around the Boston & Maine railroad crossing, the initial focus of development. On the north side of Sherman Street is the old section, its characteristic high brick basement workers houses rising above the rushing traffic (Fig. 353). All have been remodeled to one degree or another, but they are easily identified by their steep steps and compact form. A genuine historic relic, often overlooked entirely, is the venerable Abraham Watson House at 181-183, its gambrel roof silhouette the only clue to a former Georgian grace and its connections with the beginnings of the American Revolution (see Fig. 76).



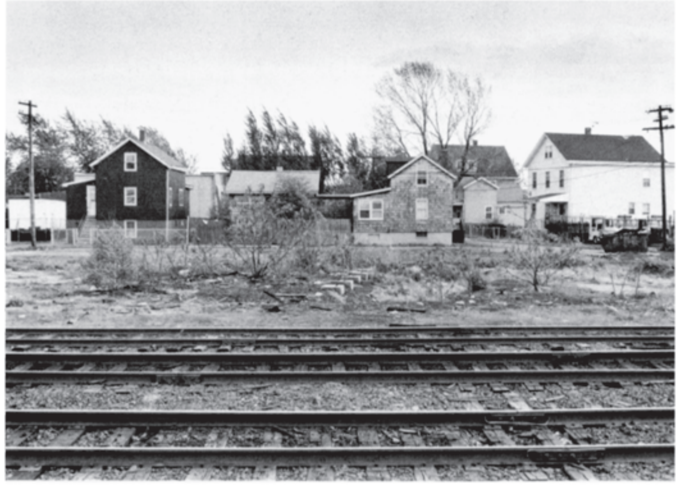
351. Olive Place.



352. Reed Street Terrace.

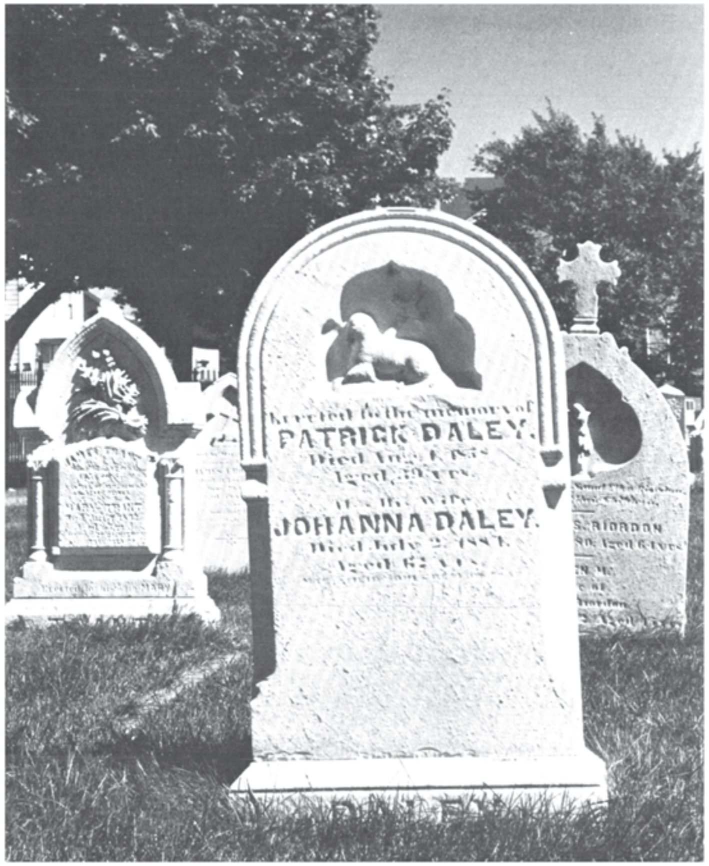


353. Workers Cottages, Sherman Street, west side.



354. Workers Cottages, Bellis Circle at railroad.

355. Marble Gravestones, Catholic Cemetery, Rindge Avenue.



Neighboring Sargent Street is a quiet contrast, offering a similar range of 19th century workers housing, including some miniature examples complete with bracketed eaves. Approaching Pemberton Street, the vista is properly centered by the white form of 199, a high-basement workers cottage complete with authentic early 19th century door frame salvaged from the Melrose Poor Farm.

Near the tracks is a tiny loop of streets squeezed between the railroad and the city dump, the old clay pits. Bellis Circle is a self-contained village, cozy with workers cottages and vegetable gardens. This neighborhood continues down Sherman Street and across to Bolton Street. Bolton once had the same inviting scale, but now is transformed by apartment development. The railroad, unlike most in New England, is still quite active; there is a constant ring of crossing bells and clacking of trains that perpetuates the 19th century environment of a workers village beside the tracks (Fig. 354).

Encircling the old Dublin area were once the deep clay pits that are now the sites of public housing complexes whose massive brick forms contrast sharply with the older wooden homes. This dramatic scale shift is most apparent along Rindge Avenue, where the tiny workers cottages are dwarfed by towering high-rises. These projects suffer from their own inhumanity of scale: grass has been turned into asphalt and open space fenced into pens; Jefferson Park Extension is especially disturbing (see Fig. 123). There are still vestiges of the 19th century brickyard community along Rindge Avenue that have not yet been swept by: the old Catholic Cemetery, with its long rows of marble gravestones of Irish immigrants (Fig. 355), and the superintendent's house for Wyeth's brickyard at 336 (see Fig. 88).

Rindge Avenue is the binding axis that unites all the neighborhoods from Massachusetts Avenue to Alewife Brook Parkway; it is overloaded with cars, trucks, and buses moving between Route 2 and Somerville. Along this 17th century farm lane one can trace the entire residential history of North Cambridge, past elaborate suburban houses, farmsteads, and workers cottages to high-rise towers. The focus of all these neighborhoods is Sheridan Square, still known as Barry's Corner, a wonderfully confused intersection formed by the junction of Cedar, Rice, and Middlesex Streets at Rindge Avenue. Here are the religious and educational institutions that are the architectural expression of the Irish and French communities. Interspersed with quiet residential neighborhoods filled with Queen Anne houses on Yerxa, Middlesex, Notre Dame and Van Norden Streets are the yellow brick school buildings and convents of St. John's and Notre Dame de Pitie. Soaring above the neighborhood is the campanile of Notre Dame (see Fig. 230), contemporary companion to St. John's tower (see Fig. 228) on Massachusetts Avenue. Two older houses give the area its historic perspective: the Kidder-Sargent farmhouse at 146 Rindge Avenue, angled conspicuously eastward on its original 18th century site (see Fig. 84), and the Jonathan Bush House at 13 Yerxa Road, facing the broad expanse of Rindge Field and the Fitzgerald School (see Fig. 241).

Upper Massachusetts Avenue

Upper Massachusetts Avenue, between the railroad crossing and Alewife Brook, retains its residential character as a modest streetcar suburb. On the north side, the intensity of speculative development can be felt on Gold Star Road and Washburn Avenue, wonderfully packed with ornamented Queen Anne two-families and columned Colonial Revival three-deckers (Fig. 356). Cameron Avenue has a similarly attractive mix of housing types and wood textures, but its great width has transformed it into the main traffic artery between North Cambridge and West Somerville. The street names of the neighborhood recall the Civil War training camp that briefly occupied the farm fields in 1862-1863, but which was closed when local farmers objected to the rowdiness of the young recruits.

Churchill Avenue is a surprisingly ancient way, laid out to the Fish Weirs at Alewife Brook in the mid-17th century. Here are two historic buildings: 16 Churchill Avenue, a fragmentary house from the Dickson farmsteads with 18th century details (see Fig. 87); and the great octagonal Alms House, now Immaculate Conception convent, at 45 Matignon Road, built from slate quarried on the site (see Fig. 253). On the site of the Civil War leather tanneries are several tree-shaded streets of modest suburban two-families, such as those on Muller and Richmond Avenues. The remaining tannery buildings were razed for the attractive Daniel Burns elderly housing that considerably improves the Clarendon and Churchill area.

Remarkably, commercial encroachment has spared several Queen Anne cottages on the Avenue between Newman and Gladstone Streets. The neighborhood extends behind to Foch Street, where modest tract homes, isolated from the onrushing highways, line either side. Alewife Brook Parkway is a beautifully preserved example of an early automobile pleasure highway, complete with brick and shingled Bungalows, a running stream, and generous landscaping that effectively screens the motorist's view of the city. All this is most difficult to appreciate, as traffic has so clogged the parkway that little motoring pleasure remains. The two-family houses along Seagrave Road and Columbus Avenue face the Parkway across a tree-shaded boulevard, enjoyed for informal neighborhood recreation (Fig. 357). Behind Seagrave Road is Kassul Park, a cul-de-sac of suburban homes built in the Depression years. Kassul Park is one of the better architectural enclaves of its type in the City, but it is now threatened by the parking needs of Grace & Company on Whittemore Avenue.

A series of parallel streets runs north to the Avenue, laid out as horsecar suburbs after the Civil War. The neighborhood developed modestly with small singles, two-families and three-deckers. From its speculative beginnings, Magoun and Madison Streets have acquired a variety of housing types, from workers cottages to Ranch houses, all rather starkly exposed as the area lacks street trees. Brookford Street and Cottage Park Avenue are short tree-shaded streets of modest Queen Anne two-families that dip below the Avenue, insuring some privacy. Two 19th century structures survive in the area: the frame of an old schoolhouse, perhaps from Arlington, at 16-18 Brookford, and an original greenhouse (see Fig. 312) at the Norberg Nursery on 12 Whittemore Avenue, now the oldest remaining in Cambridge.

Huron and Concord Avenues

The Huron Avenue neighborhood is a classic streetcar suburb. From Concord Avenue to Fresh Pond Parkway, the wide boulevard winds slowly behind the Reservoir Hill estates, lined with corner spas and gabled two-families. This is an early 20th century streetscape virtually unaltered, made all the more complete by the electric-wired trackless trolley buses that follow the old streetcar line (Fig. 358).

Long side streets descend the shallow slope towards Vassal Lane, the traditional boundary of the 19th century brickyards. Here, Reservoir,

356. Two-Family Houses,
Gold Star Road, east side.

357. Two-Family Houses, Seagrave Road at Alewife Brook Parkway.

358. Trackless Trolley,
Huron Avenue at Chilton Street.

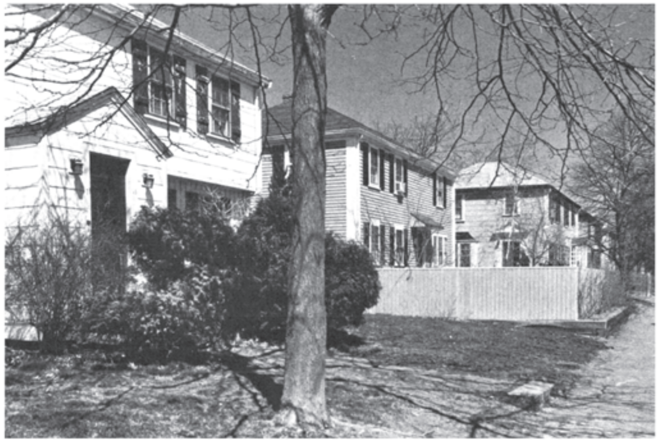
Granville, Fayerweather, Chilton, and Standish Streets are packed tightly with Queen Anne two-families and Colonial Revival three-deckers. The multi-tiered porches, stained glass windows and patterns of shingles create a kaleidoscope of architectural ornament that complements the heavily-grown street trees. A one-way traffic pattern discourages entry from Huron Avenue, and these streets retain a closed suburban atmosphere.

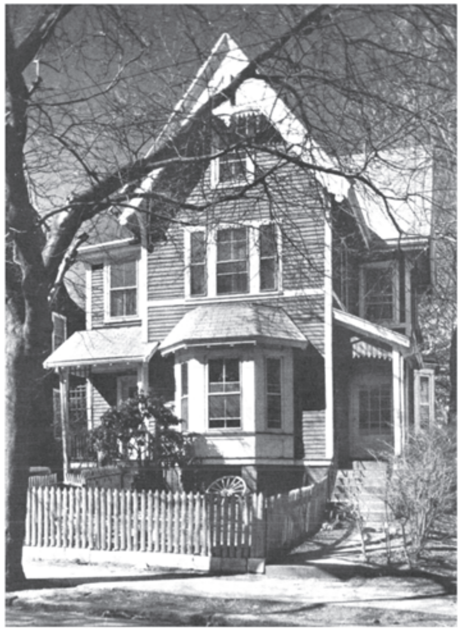
Several late 19th century suburban houses remain well-tended along Lakeview Avenue near Huron as evidence of the original core of speculative development; among them are a few well-preserved Stick Style houses (Fig. 359). Standing among the large houses near Worthington Street is 234 Lakeview Avenue, Wyeth's Fresh Pond Hotel, once located at Kingsley Park (see Fig. 264). The deep lots between Chilton and Lakeview are filled with a private world of Ranch houses surrounded by Bungalow two-families. Buckingham School Field (Hawthorne Park) provides suitable open space for the surrounding houses on Larch Road, the last vestige of the 18th century Elmwood estate.

The Huron Avenue neighborhood extends with the street pattern north from Vassal Lane, the traditional boundary between Watertown and Cambridge and Tory estates and brickyards, across a flat plain to Garden and Walden Streets. It is a youthful-seeming neighborhood of almost Midwestern character — short streets with Bungalows and auto garages, developed since the First World War. The major thoroughfare, Concord Avenue, bisects the area but is sufficiently residential to insure neighborhood unity.

There are several rather appealing residential enclaves. Most successful is the generous intersection of Fayerweather, Field and Hazel Streets at Moody Square, framed by modest singles and two-family houses (Fig. 360). Landscaped with street trees and having little through traffic, the intersection serves as an informal play area for the neighborhood. Other streets in the area have a pleasant mixture of 20th century suburban styles — Bungalow, Cape Cod, and Ranch — such as those on Burns Road and Chilton Street. Behind the hexagonal blocks of the new Tobin School is Alpine Street, a remarkable residential environment with overtones of the Greenbelt towns from the New Deal era — New England Colonial Revival double houses individually landscaped and having rear service alleys (Fig. 361). Architectural roots are maintained with the vine-covered Wyeth house at 152 Vassal Lane, an apparent survival of the early 19th century rural landscape, actually moved to the site from Huron Avenue in the 1890s (see Fig. 85).

361. Alpine Street, 1946, Draveaux Bender.





359. Stick Style House,
174 Lakeview Avenue, 1875.

360. Moody Square
at Fayerweather Street.

Observatory Hill Backslope

As Concord Avenue ascends Observatory Hill at Walden Street, the neighborhood reaches into the mid-19th century brickyards and speculative subdivisions. The Avenue is lined with local grocery stores, but at the top of the hill sophisticated restaurants and shops cluster at Huron Avenue, indications of neighborhood change in the last decade. On the north side sit the architectural remnants of the brickyard neighborhood, the much-altered Greek Revival owners' houses at 214 and 227 Concord Avenue (see Fig. 134). Behind, on Kelley and Donnell Streets, are the compact laborers' homes, with high brick basements and deep side lots (Fig. 362). Here, also, is the early 19th century Royal Stimson farmhouse at 21 Donnell Street, moved from Concord and Huron Avenues (see Fig. 86). On the south side of Concord Avenue are modest houses, erected when Saville Street was laid out in the post-Civil War boom. Here, too, is secreted Appleton Terrace, whose long brick walk leads to garden-veiled houses.

Taylor Square is the visual conclusion for genteel Garden Street past Radcliffe and the Harvard Observatory. It is brought to focus by the arched facade of the Fire Station with its Bungalow-bracketed tower, a superb architectural landmark at a most dangerous intersection (see Fig. 249). The transition from the verdant bowers of Garden Street to the stark streets behind the firehouse is an abrupt and a rather dramatic demarcation of the 19th century landscape boundary between suburban Old Cambridge and the industrial fringe of North Cambridge. On the Sherman Street backslope, the houses are simple tract forms, most dating from the late 19th century. In recent years, new occupants have remodeled many of these small dwellings into deft architectural creations, most notably at 21 Sherman Street, once a Queen Anne sidehall (see Fig. 219). Side streets like Fenno and Winslow have been transformed by well-designed high fencing with hanging greenery to insure individual privacy, the complete reversal of the open suburban landscape.

362. Workers Cottages, Tuttle and Donnell Streets.

Raymond and Walden Streets

The intersection of Walden and Sherman Streets has been the commercial focus of the backslope since the turn of the century, marked by its long-standing hardware store, F. X. Masse Company (see Fig. 279). Beyond Walden Street is the former world of the claypits, now filled in by various red brick and concrete housing complexes — Lincolnway Apartments, Walden Park Apartments, and Walden Square — interspersed with tawdry three-deckers, the Friends School on Cadbury Road (see Fig. 243), and warehouses. Each residential group is a separate environment of paved parking lots and anemic saplings. At present, Walden Square is made quite attractive by colorful graphics and sensitive landscaping that may someday inspire a similar quality throughout the area.

Adjacent to the housing projects across Raymond Street is the quiet tree-shaded Hubbard Avenue, containing modest speculative houses of the late 19th century, interspersed with a reasonably scaled Neo-Mansard apartment block and small Garrisons on the site of a tenement row which had been a neighborhood eyesore. Around the corner on Walden Street is a representative group of Mansard suburban houses (see Fig. 151), and an imaginative Stick style house at 101 from the post-Civil War boom (see Fig. 157).

Upland and Porter Roads

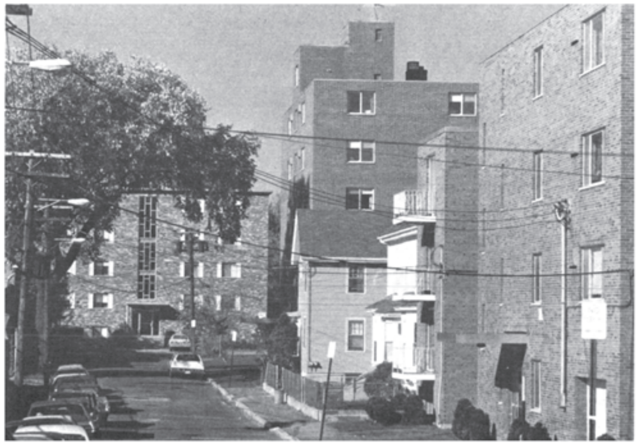
Walden Street marks the foot of Avon Hill, a boundary since the 17th century. The side streets that ascend to Upland Road are lined with massive late 19th century houses of Queen Anne and Colonial Revival design. Some, like the rows at 14-23 Whittier (see Fig. 177) or 38-44 Mt. Pleasant, achieve a sense of architectural imagination through repetitive forms. Homes on Upland Road are even more impressive, sited on the fringes of the affluent neighborhood on Avon Hill developed at the turn of the century. Contrasting stylistic modes are seen between number 115 (see Fig. 161), an eclectic Queen Anne, and 129-131 (see Fig. 176), an inviting Colonial Revival gambrel. Underappreciated because of their style, but architecturally innovative for their period are the early Bungalow two-families, such as 43 (see Fig. 185) at the corner of Richdale Avenue. Behind these suburban homes is the three-decker world of Cambridge Terrace and Buena Vista Park set into a steep hillside streetscape more typical of Somerville or Dorchester (Fig. 363). Richdale Avenue marks the industrial zone along the railroad with its handsome red brick factories (see Fig. 319). This trackside residential neighborhood also extends across the railroad behind Porter Square. Marginal streets like Porter Road and Regent Street still retain tenements of the late 19th century, one of the few areas in Northwest Cambridge overwhelmed by real poverty.

363. Three-Deckers, Cambridge Terrace.

364. Two-Family Houses, Fountain Terrace.

365. Wyeth-Haynes House, now St. Lucia Club, 6 Vineyard Street.

366. Apartment Blocks, Homer Avenue.



Strawberry Hill and Aberdeen Avenue

At the western corner of Cambridge, between Fresh Pond and Mount Auburn, Strawberry Hill is a uniquely independent neighborhood with close ties to adjacent Watertown and Belmont. Its limits are unmistakable: Huron Avenue and beyond that Fresh Pond, the Boston & Maine railroad tracks, and the Corcoran Park apartment complex. Protected from random entry by a series of one-way streets, the area enjoys an informal privacy. The architectural tone is frankly modest, the legacy of mid-19th century workers cottages and speculative side-halls with a 20th century infilling of two-families and small singles on the generous lots. The feeling is strongly suburban, with deep lots, trimmed lawns and street trees. This area also has seen much recent home improvement and gives the appearance of being well-maintained; but here again it is regrettable that most of the renovation did not better preserve the character of the original buildings.

Much of the area's informal character lies in its natural topography; the gentle glacial mounds that pleasantly distort the street grid, rare for Cambridge with its flat topography. This natural potential and proximity to Fresh Pond has encouraged the building of several picturesque subdivisions over the years, and while few have been fully successful there are legacies of landscaped open space that have been retained with neighborhood care and pride. Suburban character and unique topography give Strawberry Hill good potential for architectural conservation in the future.

Huron Avenue is the most obvious product of the naturalistic tradition, slowly winding on the brow overlooking the piney woods of Kingsley Park and expanse of Fresh Pond below. The scenic potential failed to draw the Old Cambridge elite, so the architectural spectrum of the homes that line the Avenue's south side descends from large Colonial Revivals at Park Avenue through modest two-families, to back lot tenements at Cushing Street. The suburban scale is now warped by the looming bulk of Huron Towers and the expectant foundations of companion giants reaching for the Fresh Pond view. Still, there are architectural rewards on the Avenue — the relaxed Classicism of 580 and 588, the stuccoed Prairie form of 610 (see Fig. 188), and the charm of a Mansard cottage behind a wide lawn at 652-654.

The jewel of Huron Avenue is Fountain Terrace, a grassy park which sits in a gentle hollow framed by well-tended two-families, forming an attractive focus for the neighborhood (Fig. 364). Tucked around the back of the Avenue is the tail of Holworthy Street, whose Depression era Colonial Revival homes are tucked cozily into the hillside.

A similar topographic and architectural unity is successfully achieved at John Corcoran Park (see Fig. 124). Built on Bird's Pond, which had been avoided by earlier developers, this undertaking avoids a "project look" by varying the material, design, and orientation of the units, and it complements the older districts of single family houses without disruption of scale. Its greater spaciousness also enhances the neighborhood.

The heart of Strawberry Hill is the area surrounding the red brick Haggerty School on Lawn Street. Around this hilltop are found the area's 19th century architectural roots: along Cushing Street, a 17th century way, the old Belmont schoolhouse at 130 (see Fig. 235); the Horace Bird house at 74; the Wyeth tenant house at 136 (Fig. 365); a Gothic cottage at 139 (see Fig. 137); and the Daniel Hayes house at 17 Vineyard Street (see Fig. 4). On the Belmont line is the Greek Revival elegance of the Learned house at 85 Oxford Avenue. From this core, long, narrow Cushing and Holworthy Streets connect Strawberry Hill to the outside world at Huron Avenue and Belmont Street. These streets are lined by speculative houses of the Civil War boom, interspersed with three-deckers and modern single-families. While most original houses have been modernized and expanded, the 19th century domestic scale is still clear and inviting. Belmont Street offers few obvious historical relics, yet behind the corner stores is the "Indian Amphitheatre" at the foot of Norumbega Street, and on Holworthy Street, the much-altered Federal mansion at 45-49 (see Fig. 83). One peculiarity of Strawberry Hill is that so many houses have been moved from other sites. There is status among homeowners in the heritage of an older home on a new foundation.

Aberdeen Avenue has matured gracefully since it was laid out as a speculative streetcar right-of-way in the late 19th century. After removal of the streetcar tracks and substitution of the trackless trolleys, the right of way emerged as a landscaped boulevard. Aberdeen Avenue now enjoys a canopy of trees, and is lined with well-kept two-family houses. Hidden behind an overgrowth of shrubbery is the Greek Revival form of the John Wyeth house at 54-56, moved from its corner site at 609 Mt. Auburn Street for the Gulf Gas Station, which itself is the oldest remaining in Northwest Cambridge. As a contrast, Homer Avenue has been transformed from a quiet alley of workers cottages into a dreary huddle of speculative apartment blocks packed about asphalt aprons (Fig. 366).

Politicians' Row and Cambridge Highlands

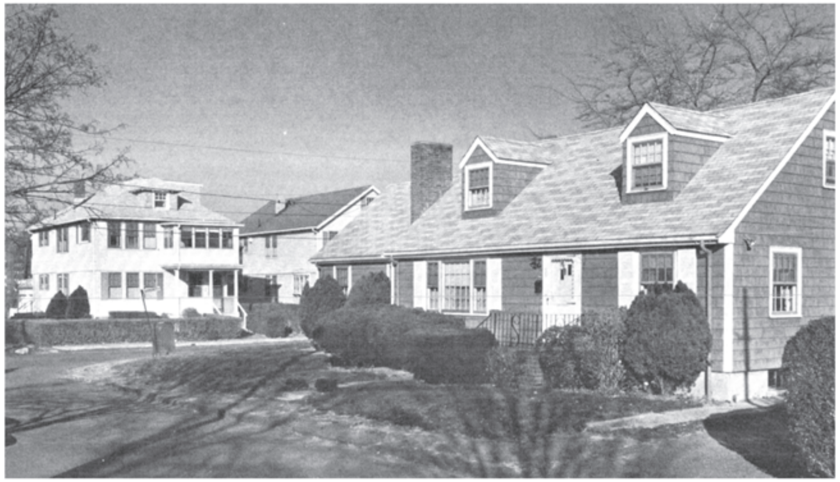
Politicians' Row, on Grove and Blanchard Streets, is often thought to be part of neighboring Belmont (Fig. 367). Home of many City officials in its development period, this was the last middle-class subdivision platted in Cambridge. Here is the finest array of 1950s suburban architecture in Cambridge — good period examples of Cape Cod, Ranch, and Garrison, with a surprisingly strong representation from the Gropius years of the Harvard School of Design. Each house is set into the slope which leads to the Municipal Golf Course and Fresh Pond (Fig. 368). After three centuries, the vista still has intrinsic beauty, and dark evergreens line the sparkling water. This Cambridge paradise has one serious drawback — the reckless traffic that nearly drives upon the lawns of twisting Blanchard Street, an overburdened Colonial farm lane.

Almost forgotten as a vital Cambridge neighborhood, Cambridge Highlands is a 20th century automobile suburb of modest pretentions, similar to adjacent neighborhoods in Belmont and Arlington. The area is protected by an ingrown street system that gives admission to those who know the quick turns off Concord Avenue and Blanchard Street. The architecture is characterized by standard tract designs — Bungalow, Cape and Garrison — crowded upon one another on tiny lots. Fortunately, the maze of streets and the sudden dead ends provide internal variety, animating the simple houses (Fig. 369). The quiet ambiance is delicate, a residential scale easily disturbed. Already hovering at its back is the institutional bulk of Sancta Maria Hospital and the parking lots of garden apartments, while development is threatened at Blair Pond, training ice of local hockey stars.

367. Politicians' Row, Grove Street, east side.

368. Fresh Pond Golf Course, Grove Street back yards.

369. Cambridge Highlands, Normandy Avenue.

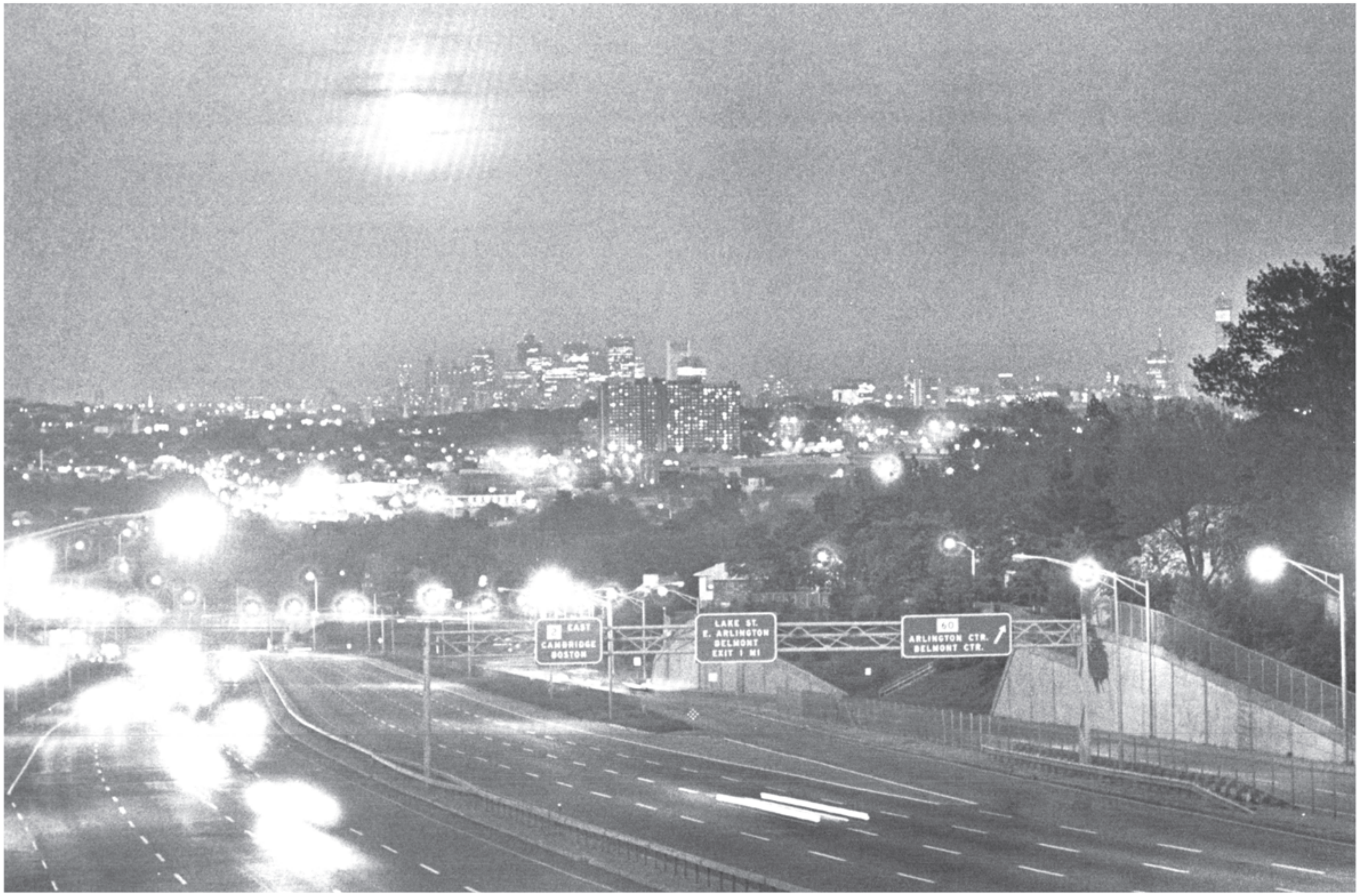


West Cambridge

Few people live permanently in West Cambridge, an area roughly bounded by Concord Avenue, Alewife Brook Parkway, Route 2, and the Arlington-Belmont line, for this is a vast maze of railroads, highways, industrial plants, and shopping centers. It is an area visited daily by suburban shoppers, office workers, truck drivers, and evening couples who know it well but are unaware of the depth of time beneath the modern surface.

Originally, the whole of West Cambridge was a glacial lake bed, a waterlogged landscape of swamps, ponds, streams, and meadows, relieved by a scattering of sandy islands. This natural wetland proved to be an effective barrier to settlement, and it remained undisturbed until the early decades of the 20th century. Since then, it has been steadily encroached upon, so that today only small pockets have escaped development. The best approximation of the natural state can be seen at the Metropolitan District Commission Alewife Brook Reservation behind Acorn Park. This was once Little River, so named in the 17th century. Like its companion, the Alewife Brook (Menotomy River), it was rechanneled and sanitized before the First World War; yet, at present, protected by a screen of dense brambles, it maintains an inner sanctum of wandering trails, swamp willows, and scuttering animals. This is the last true "terra incognita" in Cambridge, but one that is now threatened with exposure and destruction by the proposed subway and highway reroutings.

370. West Cambridge, looking east from Route 2, Arlington Heights. Rindge Towers (center), Boston skyline (horizon).



371. Neon Sign, 275 Fresh Pond Avenue, 1954.

OK
USED
CARS

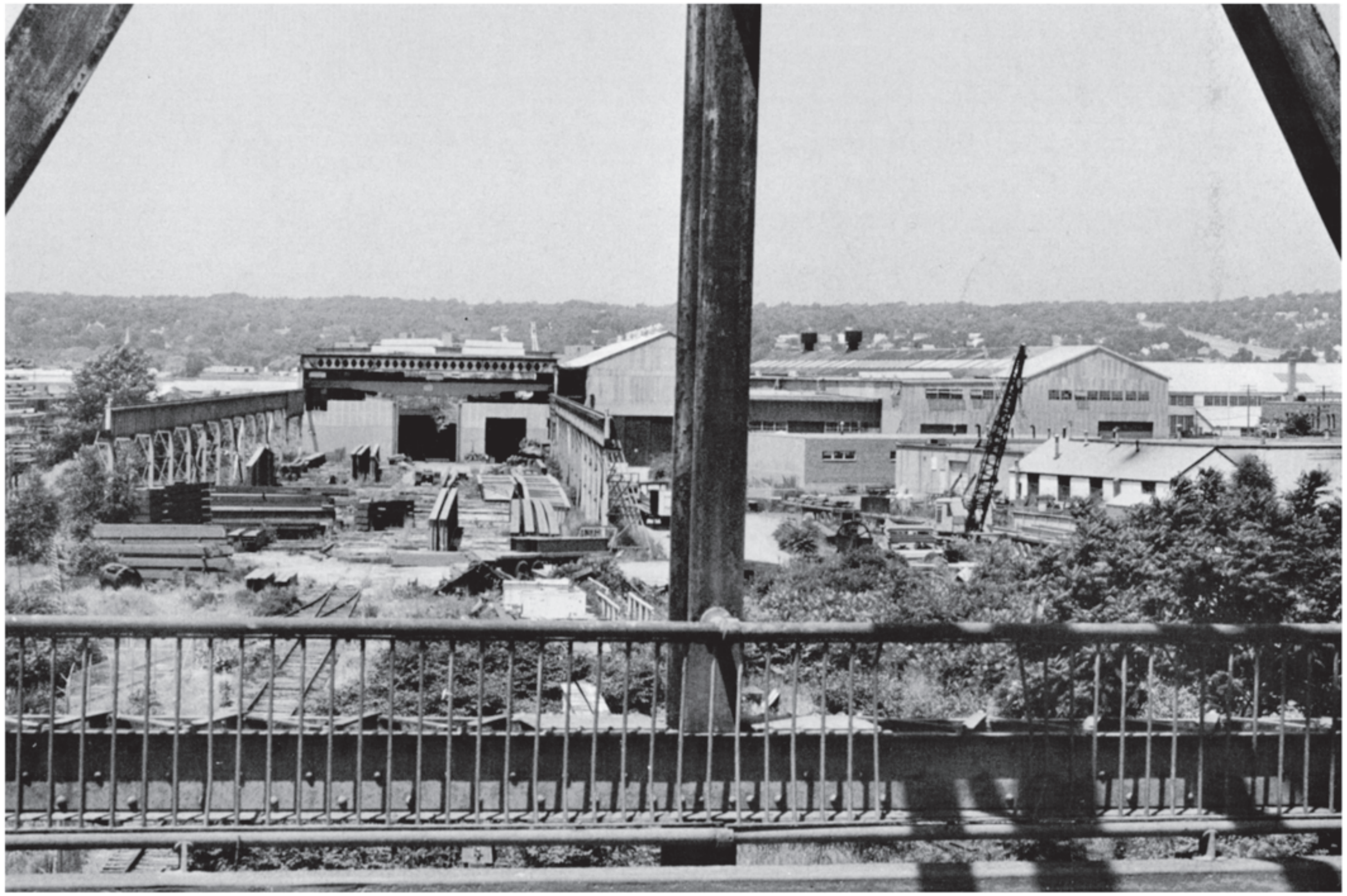
Remarkably, the foundation of West Cambridge dates from the first decades of English settlement with the division of the Fresh Pond Meadow and planting ground in 1635. The area between the City Home at Fresh Pond and the Little River at Acorn Park was sectioned into long lots (see map, Figs. 10, 11). While these fields have disappeared, the 17th century highways have endured as Smith Place and Rindge Avenue, which took on their curious turns as they threaded around the Great Swamp among the upland islands. The colonial farmsteads have also vanished, save for the suggestion of a grand promenade of elm trees on the City Home grounds that once graced the lawn of the Prentice-Tudor farm.

The visible fabric of the 19th century has suffered under recent development. Still active is the transportation network that serves as the corridor through West Cambridge: the ruler-straight Concord Turnpike (1808), now busy Concord Avenue; and the right-of-way of the Ice Railroad (1841), now the multiple tracks of the Boston and Maine. There is also a handful of mid-19th century houses that cluster on the upland near the City Home: the fine Bracketed style Boles-Getchell house at 645-647 Concord Avenue (see Fig. 140); Mrs. Malloy's boarding house behind the gas station at 515 Concord Avenue (see Fig. 97); and two workers cottages of the Niles Bros. slaughterhouse at 17 and 21 Smith Place.

Development in the 20th century has focused around the highways that were opened in the public works era of the Great Depression. These roads are now outmoded relics, though historically interesting as part of the first generation of automobile superhighways in the Boston area. Alewife Brook Parkway still retains its landscaped border of mature trees, testimony to its initial conception as a motor pleasure drive. Also preserved by quirk of municipal boundary is the original section of Route 2 (the modern Concord Turnpike), complete with a Neo-Classical concrete bridge proudly dated "1934" over the Lexington Branch Railroad in Arlington.

West Cambridge today is the foremost example of the highway strip in the city, a product of post-War affluence and an era of cheap energy. Fundamental change may be in store in the future. A spectacular approach to Cambridge can be gained at night in the long descent of Route 2 down Arlington Heights, the lights of the Boston Basin spread majestically below (Fig. 370). As if landing in a jetliner, the crossing of the Cambridge line brings an immediate rush of commercial proximity, and this section of the road (602-615 Concord Turnpike) achieves the full drama of contemporary night architecture, with glittering cars, lighted concrete, and garish signs jammed upon one another. The nighttime array of Alewife Brook Parkway is less cohesive, a scattering of small signs and a vague confusion of buildings entrapped by parking lots. Only the white luminescence of the Fresh Pond Cinema (168 Alewife Brook Parkway) succeeds in capturing the architectural potential of the darkness (see Fig. 289). Beyond the floral "Welcome" planting of the Concord Avenue rotary is one of the last genuine neon signs in West Cambridge, the giant "O.K." tag (1954) at Porter Square Chevrolet (275 Fresh Pond Avenue; Fig. 371). Beyond the commercial ribbon is a vast industrial world reached by a file of hidden roadways (Rindge Avenue Extension, Terminal Road, Wheeler,

372. West End Iron Works,
from Alewife Brook Parkway bridge.



Fawcett and Moulton Streets, Smith Place, and Sunny Road) that begin innocently at restaurant parking lots and wander back under power lines and across railroad spurs until they reach the barrier of the Boston & Maine embankment. This was the final zone of industrial expansion in Cambridge; most of the firms moved here in the decade after the Second World War.

The trucking companies and light manufacturing plants represent the contemporary landscape of suburban industry, with low buildings adrift in a vague asphalt plain. Their architectural form is a bland uniformity of the International Style — brick veneer, cast concrete, and aluminum letters. Behind these facades is the frankness of concrete block structures and corrugated iron warehouses, ending in loading docks and storage yards of neatly piled materials protected by wire fences, chained dogs, and signs of electrical danger. The true grandeur of this functional aesthetic can be appreciated in the monumental forms of "Steel Row" along Rindge Avenue Extension, especially at the West End Iron Works, with its giant cranes and cavernous sheds (Fig. 372). The same effect is also seen across Alewife Brook Parkway at the former Dewey and Almy Chemical Company (now Grace & Company) at Harvey Street and Whittemore Avenue, a maze of structures connected by a web of pipes and walkways often shrouded in a white mist (Fig. 329). Architectural distinction is achieved by the research and development firms of A. D. Little at Acorn Park (see Fig. 292), Bolt, Berenek & Newman on Moulton Street, (see Fig. 293), and Abt Associates on Wheeler Street (see Fig. 294), where careful attention has been given to landscaping and parking accommodations.

The future of West Cambridge will be directly affected by two proposed transportation improvements: the Red Line subway extension from Harvard Square, and the relocation of Route 2 and Alewife Brook Parkway. Already one can sense the potential future landscape in the presence of Rindge Towers, indications that the area may assume the form of a European suburb like the high-rise complexes outside Paris and Stockholm (see Fig. 127).

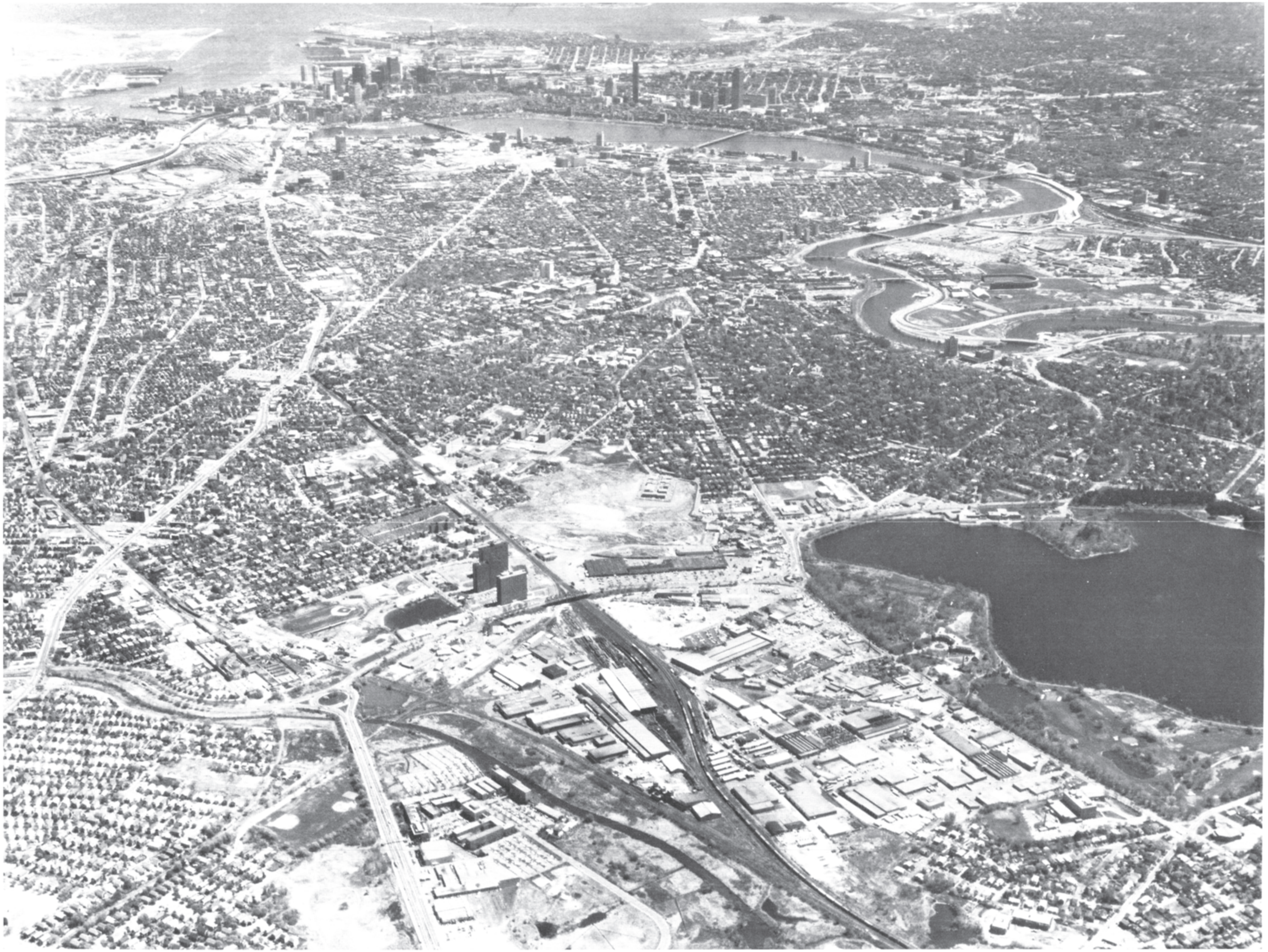
373. Fresh Pond, looking west to Golf Course.

Fresh Pond

Fresh Pond has endured as a place of great natural beauty since it was aptly named in the 17th century — a sheet of clear blue water set among gentle green hills (Fig. 373). Its picturesque shore has proved an attraction for Indian clambakes, Puritan farmsteads, Loyalist estates, and suburban hotels. In the 19th century, Fresh Pond was encircled by ice houses, sending its crystal blocks to the tables of Europe, India, and the Caribbean. The spring-fed lake was also the prime source of Cambridge's water supply after the Civil War. Ultimately, it was this use that led to the development of the Pond in its present form. The respected firm of Olmsted, Olmsted & Eliot was hired in 1892 to landscape Kingsley Park around the shore with recreational paths and avenues. While the landscaping removed the ice houses, farmsteads, and the Fresh Pond Hotel, the Watertown Branch Railroad was allowed to remain, and now sits like a machine in a garden, accommodating the daily freight along the Fresh Pond Parkway.

Kingsley Park has suffered grievously since the First World War, encroached on by all manner of civic necessities: the Water Filtration Plant, the City Home for the Aged and Infirm, the Municipal Golf Course, and the Fire Department training tower. The only surviving feature of the original design is the cast-iron railroad bridge at Huron Avenue dated 1892. Today, the park is the most intensively utilized recreational facility in the city. Circling the pond path is a slice of contemporary Cambridge society: oblivious sleepers, determined joggers, leisurely strollers, weaving bicyclists, methodical golfers, avid ballplayers, illicit swimmers, and roaming dogs. Every effort must be made to insure that Fresh Pond is improved for the future and not further abused to accommodate highway relocation schemes.

374. Aerial View, Northwest Cambridge, looking east to Boston Harbor, 1974. Fresh Pond (right), Rindge Towers (center), Massachusetts Avenue (left).



Bibliography

Maps and Atlases

Barbour, William S. *Plan of Fresh Pond and Surroundings.* Cambridge, 1879.

Beers & Co., J.B. *Middlesex County Atlas.* New York, 1875.

Bromley, George W. and Walter S. *Atlas of the City of Cambridge, Massachusetts.* Philadephia, 1894. 2nd ed., 1903, 3rd ed., 1916. 4th ed., 1930.

Chase, J.G. "Plan showing water pipes in Cambridge and Somerville, 1864." Manuscript, Cambridge Engineering Department.

Curtis, Joseph H. *Map of Belmont, Massachusetts.* 1872.

Eaton, P. Dwight and Whitney, Elridge. *Map of Watertown, Massachusetts.* 1850.

Felton, S.M. *Plan of the Location of the Charlestown Branch Rail Road.* 1841.

Felton, S.M. and Parker, G.A. *Plan of the Tudor Estate.* Charlestown, 1850.

Franklin View Co. *City of Cambridge, Mass.* Boston, 1877.

Frost, C.J. "Map showing proposed Town of Belmont, 1853." Manuscript, Belmont Public Library.

Hales, John G. *Map of Boston and its Vicinity.* Boston, 1819. 2nd ed., 1833 [1837].

Hales, John G. "Plan of Cambridge, 1830." Manuscript, Massachusetts State Archives.

Hales, John G. "Plan of Watertown, 1830." Manuscript, Massachusetts State Archives.

Hales, John G. "Plan of West Cambridge, 1830." Manuscript, Massachusetts State Archives.

Hayward, James. "Plan showing streets, Cambridge, 1837." Manuscript, Cambridge Engineering Department.

Hopkins, G.M. *Atlas of the City of Cambridge, Massachusetts.* Philadelphia, 1873. 2nd ed., 1886.

Hopkins, G.M. *Atlas of Somerville, Massachusetts.* Philadelphia, 1874. 2nd ed., 1883.

Mason, W.W. and Barbour, W.S. *Plan of Cambridge Horse Rail Road.* Cambridge, 1862. Manuscript by J.G. Chase [c.1863], Cambridge Engineering Department.

Parker, G.A. *Map of Fresh Pond.* Boston, 1841.

Sanborn Map Co. *Cambridge, Massachusetts,* Vol. 2. Pelham, N.Y., 1972.

Sanborn Map Co. *Insurance Maps of Cambridge, Massachusetts,* Vol. 2. New York, 1935. Revised to 1961.

Sanborn-Perris Map Co. *Insurance Maps of Cambridge, Massachusetts,* Vol. 2. New York, 1900. Revised to 1929.

Sidney, J.G. *Map of the City and Vicinity of Boston.* Boston, 1852.

Stadley, George W. *Atlas of the Towns of Watertown, Belmont, Arlington and Lexington.* Boston, 1898.

Tufts, Peter. "Plan of the First Parish in Cambridge, 1813." Manuscript, Cambridge Engineering Department.

Walker & Co., George H. *Atlas of Middlesex County.* Boston, 1889.

Walling, H.F. *Map of the City of Cambridge.* Boston, 1854.

[Winthrop, John] "Massachusetts in N. England [c.1633 with revisions c. 1637]." Manuscript, British Museum, Sloane Collection.

U.S. Geological Survey. *Massachusetts. Boston Quadrangle. 1885-1886.* 2nd ed., *1898-1900.*

U.S. Geological Survey. *Massachusetts. Boston North Quadrangle, 1943.* 2nd ed., *1949.* Resurveyed *1956.* 2nd ed., *1971.*

U.S. Geological Survey. *Massachusetts. Lexington Quadrangle, 1943.* 2nd ed., *1949.* Resurveyed *1956.* 2nd ed., *1970.*

Government Reports and Records

Baldwin, Thomas W. *Vital Records of Cambridge, Massachusetts, to the Year 1850.* 2 vols. Boston, 1914-1915.

Belmont. *Report of Town Officers.* 1859-1880.

Boston Record Commissioners. *A Report of the Record Commissioners, Containing Charlestown Land Records, 1638-1802.* 2nd ed., Boston, 1883.

Cambridge. Assessors. Assessment Records, 1794-Present.

Cambridge. Building Department. Building Permits. 1886-Present.

Cambridge. *Charter and Ordinances, with a Municipal Register.* 1849-Present.

Cambridge. City Clerk. Records, 1630-Present.

Cambridge, City Engineer. *List of Streets and Ways in the City of Cambridge, Massachusetts.* Cambridge, 1963.

Cambridge. City Engineer. *List of Streets and Ways in the* plans.

Cambridge. Historical Commission. Survey files.

Cambridge. *The Mayor's Address at the Organization of the City Government, and the Annual Report made to the City Council.* 1846-Present.

Cambridge. Park Department. *Annual Reports.* 1893-Present.

Cambridge. Planning Board. *Social Characteristics of Cambridge.* Cambridge, 1971.

Cambridge. *The Records of the Town of Cambridge (Formerly Newtowne), Massachusetts, 1630-1703.* Cambridge, 1901.

Cambridge. *The Register Book of the Lands and Houses in "New Towne" and in the Town of Cambridge, with the Records of the Proprietors of the Common Lands.* Cambridge, 1896.

Cambridge Chronicle. 1846-Present.

Cambridge Directories. Published annually with occasional exceptions. 1848-Present.

Cambridge Tribune. 1878-1941.

Massachusetts. "Annual Reports to the Railroad Commissioner," *Massachusetts Senate Documents.* 1836-1885.

Massachusetts. *Boundaries of the Cities of Cambridge, Somerville Waltham and the Towns of Belmont Burlington Lexington Watertown, Middlesex County,* 1903.

Metropolitan District Commission. *Annual Reports,* 1920-Present.

Middlesex County. Registry of Deeds. Land Records.

Middlesex County. Registry of Probate. Probate Records.

Watertown Historical Society. *Watertown Records.* 7 vols. Watertown, 1894-1939.

Northwest Cambridge References

Batcheldor, Samuel F. *Bits of Cambridge History.* Cambridge, 1930.

Bond, Henry. *Genealogies of the Families and Descendents of the Early Settlers of Watertown, Massachusetts.* 2 vols. Boston, 1855.

Bulfinch, Ellen Susan. "The Tudor House at Fresh Pond," *Cambridge Historical Society Proceedings.* Vol. 3 (1908), 100-109.

Cadbury, Henry J. "Early Quakers in Cambridge," *Cambridge Historical Society Proceedings.* Vol. 24 (1937), 67-82.

Cambridge, Historic Districts Study Committee. *Final Report of the Historic Districts Study Committee.* Cambridge, 1962.

Cambridge Historical Commission. *Survey of Architectural History in Cambridge. Report One: East Cambridge.* Cambridge, 1965. *Report Two: Mid Cambridge,* by Antoinette Downing, Elisabeth MacDougall and Eleanor Pearson. Cambridge, 1967. *Report Three: Cambridgeport.* Cambridge, 1971. *Report Four: Old Cambridge* by Bainbridge Bunting and Robert H. Nylander. Cambridge, 1973.

Cambridge Planning Board. *Plan for Cambridge Highlands.* Cambridge, 1952.

Cambridge Planning Board. *Strawberry Hill.* Cambridge, 1950.

Cambridge Planning and Development Department, Haley & Aldrich, *Cambridge City Dump Feasibility Survey.* Cambridge, 1972.

Cambridge Public Library. Paige collection. Unpublished manuscripts on Cambridge families.

Cambridge Public Library. Paige collection. Unpublished manuscripts and notes on Cambridge history.

Cambridge Chronicle Hundredth Anniversary Edition. Cambridge, 1946.

Cambridge Chronicle Semi-Centennial Souvenir. Cambridge, 1896.

Cambridge Chronicle Seventy-Fifth Anniversary. Cambridge, 1921.

Cambridge Tribune Fiftieth Anniversary Number. Cambridge, 1928.

Chute, Newton E. "Glacial Geology of the Mystic Lakes-Fresh Pond Area, Massachusetts," *U.S. Geological Survey Bulletin 1061-F.* Washington, 1959.

Clarke, Bradley H. "Transit Development in Belmont, 1850-1973," *Roll Sign.* Vol. 10 (August-September, 1973), n.p.

Daughters of the American Revolution, Hannah Winthrop Chapter. *An Historic Guide to Cambridge.* Cambridge, 1907.

Davies, Walter Gee (ed.). *Cambridge, Fifty Years a City.* Cambridge, 1897.

Eliot, Samuel A. *A History of Cambridge, Massachusetts.* Cambridge, 1913.

Freeman, John R. *Report on Improvement of the Upper Mystic River and Alewife Brook.* Boston, 1904.

Freese, J.W. *Historic Houses and Spots in Cambridge, Massachusetts, and Near-by Towns.* Boston, 1897.

Gilman, Arthur (ed.). *The Cambridge of Eighteen Hundred and Ninety-Six.* Cambridge, 1896.

Gilman, Roger. "The Wyeth Background," *Cambridge Historical Society Proceedings*. Vol. 28 (1942), 29-34.

Hall, Albert Harrison. "Thomas Wellington of Cambridge, His Ancestors and Some of His Descendants," *Cambridge Historical Society Proceedings*. Vol. 8 (1913), 14-29.

Hastings, Lewis Morey. "The Streets of Cambridge, Their Origin and History," *Cambridge Historical Society Proceedings*. Vol. 14 (1919), 31-78.

Holmes, John Albert. "The Ancient Fish Weir on the Menotomy River," *Cambridge Historical Society Proceedings*. Vol. 5 (1910), 32-43.

Hurd, D. Hamilton (ed.). "Cambridge," *History of Middlesex County*. Philadelphia, 1890. Vol. I, 1-238.

Lillie, Rupert B. *Cambridge in 1775*. Salem, 1949.

Long, G. Burton. "The Romance of Brick," *Cambridge Historical Society Proceedings*. Vol. 41 &1972), in press.

O'Mally, Thomas Francis. "Old North Cambridge," *Cambridge Historical Society Proceedings*. Vol. 20 (1929). 125-135.

Paige, Lucius R. *History of Cambridge, Massachusetts, 1630-1877, with a Genealogical Register*. Boston, 1877. *Supplement and Index*. Mary Isabella Gozzaldi. Cambridge, 1930.

Palmer, Foster M. "Horse Car, Trolley and Subway," *Cambridge Historical Society Proceedings*. Vol. 39 (1962), 78-107.

Rand, Christopher. *Cambridge, U.S.A.* New York, 1964.

Rettig, Robert Bell. *Guide to Cambridge Architecture: Ten Walking Tours*. Cambridge, 1969.

Robinson, G. Frederick. "How the First Parish in Cambridge Got a New Meeting House," *Cambridge Historical Society Proceedings*. Vol. 24 (1937), 49-66.

Shaler, N.S. *Question Guide to the Environs of Boston, Part One: Cambridge and Somerville*. Cambridge, 1875.

Sharples, Stephen P. "Nathaniel Jarvis Wyeth," *Cambridge Historical Society Proceedings*. Vol. 2 (1907), 33-38.

Smith, J. Homans. *Sketches of Boston, Past and Present*. Boston, 1851.

Society for the Preservation of New England Antiquities. Files. Unpublished manuscripts and notes on Cambridge houses.

Steele, Chauncey DePew, Jr. "A History of Inns and Hotels in Cambridge," *Cambridge Historical Society Proceedings*. Vol. 37 (1957), 58-79.

Sullivan, James S. (ed.). *The Catholic Church of New England, Archdiocese of Boston*. Boston, 1895.

Vogel, Susan Maycock. "Hartwell and Richardson: An Introduction to Their Work," *Journal of the Society of Architectural Historians*. Vol. 32 (May, 1973), 132-146.

Wyman, Thomas Bellows. *Genealogies and Estates of Charlestown, 1629-1818*. Boston, 1879.

General References

Baker, Alan R. H. "Field Systems in Medieval England," in *Man Made the Land* by Alan R. H. Baker and J. B. Harley, eds. Totowa, N.J. 1973.

Banham, Reyner. *The Architecture of the Well-Tempered Environment*. London, 1969.

Barley, M.W. *The English Farmhouse and Cottage*. London, 1961.

Bastlund, Knud. *Jose Luis Sert*. New York, 1967.

Brooks, H. Allen. *The Prairie School*. Toronto, 1972.

Brunskill, R. W. *Vernacular Architecture*. New York, 1970.

Bunting, Bainbridge. *Houses of Boston's Back Bay*. Cambridge, 1967.

Chamberlin, Judge. "Map of Eastern Massachusetts," *Massachusetts Historical Society*. Vol. 1 (1884), 211-216.

Coles, William A. *Architecture and Society. Essays of Henry Van Brunt*. Cambridge, 1969.

Conzen, Michael P. "Fringe Location Land Uses," paper delivered at West Lakes Division, Association of American Geographers. Madison (October 18, 1968).

Conzen, Michael P. and Lewis, George K. *Boston, A Geographical Portrait*. Cambridge, 1976.

Coolidge, John. *Mill and Mansion*. New York, 1942.

Cummings, Abbott Lowell. *Architecture in Early New England*. Sturbridge, Mass., 1958.

Cummings, Richard O. *The American Ice Harvests*. Berkeley, 1949.

Dawes, C. Burr. *William Dawes*. Newark, Ohio, 1976.

Deen, John P. and Breines, Simon. *The Book of Houses*. New York, 1946.

Dincauze, Dena F. "An Introduction to Archaeology in the Greater Boston Area," *Archaeology of Eastern North America*. Vol. 2 (1974), 39-67.

Downing, Andrew Jackson. *The Architecture of Country Houses*. New York, 1850.

Downing, Andrew Jackson. *Cottage Residences*. New York, 1842.

Drake, Samuel A. *Historic Mansions and Highways around Boston*. Boston, 1899.

Drake, Samuel A. *History of Middlesex County*. Boston, 1880.

Ford, James and Katherine M. *The Modern House in America*. New York, 1940.

Forbes, F. H. "Ice," *Scribner's Monthly*. Vol. 10 (1875), 462-470.

Gebhard, David and Von Breton, Harriette. *Architecture in California*. Santa Barbara, 1968.

Gowing, Frederick H. *Building Plans for Colonial Dwellings, Bungalows, Cottages and other Medium Cost Homes*. Boston, 1925.

Gropius, Walter, ed. *The Architects Collaborative, 1945-1965*. New York, 1966.

Group, Harold E., ed. *Book of Small Houses*. Garden City, N.Y., 1946.

Hall, Ben M. *The Best Remaining Seats*. New York, 1961.

Hall, Henry. "Report on the Ice Industry of the United States," *Tenth Census of the United States: Report on Selected Manufactures*. Vol. 13, part 22 (1888), 1-43.

Handlin, Oscar. *Boston's Immigrants*. Cambridge, 1941.

Harris, John. "Lexington-Concord Alarm," *The Boston Globe*. March 9, 1975.

Hamlin, Talbot. *Greek Revival Architecture in America*. New York, 1944.

Hitchcock, Henry-Russell. *Boston Architecture, 1637-1954*. New York, 1954.

Hitchcock, Henry-Russell and Johnson, Philip. *The International Style*. 2nd ed., New York, 1966.

Homans, George C. *English Villagers of the Thirteenth Century*. Cambridge, 1941.

Huden, John C. *Indian Place Names of New England*. New York, 1962.

Jenks, William. *A Memoir of the Rev. Louis Dwight*. Boston, 1856.

Kaye, C. A. "The Geology and Early History of the Boston Area of Massachusetts," *U.S. Geological Survey Bulletin 1476*. Washington, 1976.

Krim, Arthur J. "The Three Decker as Urban Architecture in New England," *The Monadnock*. Vol. 44 (1970), 45-55.

LaForge, Lawrence. "Geology of the Boston Area, Massachusetts," *U.S. Geological Survey Bulletin 839*. Washington, 1932.

Lancaster, Clay. "The American Bungalow," *The Art Bulletin*. Vol. 40 (1958), 239-253.

Lewis Manufacturing Company. *Homes of Character*. Bay City, Michigan, 1920.

Manson, Grant Carpenter. *Frank Lloyd Wright to 1910*. New York, 1958.

May, Cliff. *Western Ranch Houses*. San Francisco, 1946.

McAndrew, John. *Guide to Modern Architecture, Northeast States*. New York, 1940.

McCoy, Esther. *Five California Architects*. New York, 1960.

Meeks, Carroll. *The Railroad Station*. New Haven, 1956.

Merritt, Russell. "Nickelodeon Theaters," *American Film Institute Report*. Vol. 4 (May, 1973), 4-8.

Mock, Elizabeth B. *If You Want to Build a House*. New York, 1946.

Morrison, Hugh. *Early American Architecture*. New York, 1952.

Outwater, H. G. *Designs for American Homes*. New York, 1926.

Powell, Sumner Chilton. *Puritan Village*. Middletown, Conn., 1963.

Reif, Daniel. *Architecture in Fredonia*. Fredonia, N.Y., 1972.

Roberts, E. E. "Popularizing the Prairie School," *Prairie School Review*. Vol. 10 (1973), 5-20.

Robinson, Cervin and Bletter, Rosemarie. *Skyscraper Style, Art Deco New York*. New York, 1975.

Rothman, David J. *The Discovery of the Asylum*. Boston, 1971.

Sculley, Vincent J. *The Shingle Style and the Stick Style*. 2nd ed., New Haven, 1971.

Sculley, Vincent J. *The Shingle Style Today*. New York, 1974.

Sharp, Dennis. *The Picture Palace*. London, 1969.

U.S. Department of Interior. "The Lexington-Concord Battle Road," *House of Representatives, Document No. 57*. Washington, 1959.

Vaughan, Alden T. *New England Frontier*. Boston, 1965.

Ward, David. *Cities and Immigrants*. New York, 1971.

Warner, Sam Bass. *Streetcar Suburbs.* Cambridge, 1962.

Wetherwell, Leander, "The Ice Trade," *Report of the Commissioner of Agriculture.* Boston, 1863, 439-450.

Whiffen, Marcus. *American Architecture Since 1780.* Cambridge, 1969.

Whitehand, J. W. R. "Fringe Belts," *Institute of British Geographers.* Vol. 4 (1967), 223-233.

Willoughby, Charles C. *Antiquities of the New England Indians.* Cambridge, 1935.

Winsor, Justin, "The Earliest Maps of Massachusetts Bay and Boston Harbor," in *Memorial History of Boston* by Justin Winsor, ed. Boston, 1880. Vol. 1, 37-62.

Winsor, Justin. "The Winthrop Map," in *Narrative and Critical History of America* by Justin Winsor, ed. Boston, 1884. Vol. 3.

Works Project Administration, Federal Writers' Project. *Massachusetts.* Cambridge, 1937.

Works Progress Administration, Federal Writers' Project. *New Hampshire.* Boston, 1938.

Wyeth, N. J. "Ice Trade," *Annual Report of the Commissioner of Patents.* Washington, 1848. 696-701.

Zelinsky, Wilbur, "Generic Terms in the Place Names of the Northeastern United States," *Annals of the Association of American Geographers.* Vol. 45 (1955), 319-349.

Illustration Credits

A. Cambridge Historical Commission (C.H.C.)
1. Aerial Photos of New England, Inc.
2-3. Eliza McClennen, C.H.C.
4. Arthur J. Krim, C.H.C.
5. British Museum, Map Division
6. Eliza McClennen, C.H.C.
7. Middlesex County Court House
8. Cambridge Engineering Department
9-10. Eliza McClennen, C.H.C.
11. Susan M. Vogel, C.H.C.
12. Eliza McClennen, C.H.C.
13-14. Susan M. Vogel, C.H.C.
15. Cambridge Engineering Department
16. John G. Hales, *Map of Boston and its Vicinity* (Boston, 1833 [1837]), Harvard University Map Collection
17. Cambridge Planning Board, C.H.C. collection
18. Susan M. Vogel, C.H.C.
19. *Ballou's Pictorial,* Vol. 17 (July 2, 1859), p.8, Boston Athenaeum
20. G.M. Hopkins, *Atlas of the City of Cambridge, Massachusetts* (Philadelphia, 1873), pl.I
21-22. Susan M. Vogel, C.H.C.
23. *Cambridge Tribune* (April 16, 1887), p.4, Cambridge Public Library
24. *Ballou's Pictorial,* Vol. 8 (March 17, 1855), p.172, Boston Athenaeum
25. G.A. Parker, *Map of Fresh Pond* (Boston, 1841), Boston Public Library
26. S.M. Felton, *Plan of the Location of the Charlestown Branch Rail Road* (1841), Middlesex County Court House
27. Harvard University Archives
28. Richard Cheek, C.H.C.
29. Susan M. Vogel, C.H.C.
30. Cambridge Engineering Department.
31. *Cambridge Annual Documents* (1896), p.318
32. Massachusetts Department of Public Works, Cambridge Planning Board, C.H.C. collection
33-35. Virginia Olson, C.H.C.
36. Franklin View Co., *City of Cambridge, Mass.* (Boston, 1877)
37. *Cambridge Directory* (1874), p.15
38. Jonathan Hale
39-40. Virginia Olson, C.H.C.
41. New England Brick Co.
42. Cambridge Historical Society
43. Eliza McClennen, C.H.C.
44. G.H. Hopkins, *Atlas of the City of Cambridge, Massachusetts,* (Philadelphia, 1886), pl.27
45. John R. Freeman, *Report on Improvement of the Upper Mystic River and Alewife Brook* (Boston, 1904), p.104
46. George W. and Walter S. Bromley, *Atlas of the City of Cambridge, Massachusetts* (Philadelphia, 1930), pl.35
47. Robert E. Smith, C.H.C. collection
48. Eastern Aerial Surveys, Inc.
49. Cambridge Law Department, C.H.C. collection
50. Cambridge Engineering Department
51-52. Susan M. Vogel, C.H.C.
53. Cambridge Engineering Department
54. Bradley H. Clarke
55. Susan M. Vogel, C.H.C.
56. Franklin View Co. *City of Cambridge, Mass.* (Boston, 1877)
57. Susan M. Vogel, C.H.C.
58. Bradley H. Clarke
59. Society for the Preservation of New England Antiquities
60. Susan M. Vogel, C.H.C.
61. Cambridge Engineering Department
62. Susan M. Vogel, C.H.C.
63. Bradley H. Clarke
64. Susan M. Vogel, C.H.C.
65. *Gleason's Pictorial,* Vol. 1 (June 1, 1851), p.80, Boston Athenaeum
66. Susan M. Vogel, C.H.C.
67. Virginia Olson, C.H.C.
68. H.F. Walling, *Map of the City of Cambridge* (Boston, 1854), C.H.C. collection
69. Cambridge Law Department, C.H.C. collection
70. Cambridge Planning Board, C.H.C. collection
71. Institute of Geographical Exploration, Harvard University, Cambridge Planning Board, C.H.C. collection
72. Martha Taylor
73. Susan M. Vogel, C.H.C.
74-75. Society for the Preservation of New England Antiquities
76. Charles M. Sullivan, C.H.C.
77. Society for the Preservation of New England Antiquities
78. Richard Cheek, C.H.C.
79. Society for the Preservation of New England Antiquities
80. Susan M. Vogel, C.H.C.
81-82. Society for the Preservation of New England Antiquities
83. Richard Cheek, C.H.C.
84. Robert B. Rettig, C.H.C.
85-88. Richard Cheek, C.H.C.
89. Susan M. Vogel, C.H.C.
90-94. Richard Cheek, C.H.C.
95-96. *Cambridge Directory* (Cambridge, 1863), endpaper
97. Richard Cheek, C.H.C.
98. Eliza McClennen, C.H.C.
99. Robert B. Rettig, C.H.C.
100. Susan M. Vogel, C.H.C.
101-102. Richard Cheek, C.H.C.
103-104. Eliza McClennen
105. Richard Cheek, C.H.C.
106. Edward Jacoby
107. Susan M. Vogel, C.H.C.
108. Richard Cheek, C.H.C.
109. Susan M. Vogel, C.H.C.
110. Eliza McClennen, C.H.C.
111-112. Susan M. Vogel, C.H.C.
113-120. Richard Cheek, C.H.C.
121. Susan M. Vogel, C.H.C.
122. Cambridge Planning Board, C.H.C. collection

123-124. Richard Cheek, C.H.C.
125. Edward Jacoby
126. Susan M. Vogel, C.H.C.
127-130. Richard Cheek, C.H.C.
131. Eliza McClennen, C.H.C.
132. Richard Cheek, C.H.C.
133. James S. Sullivan, ed., *The Catholic Church of New England, Archdiocese of Boston* (Boston, 1895), p.551
134-135. Richard Cheek, C.H.C.
136. Society for the Preservation of New England Antiquities
137-140. Richard Cheek, C.H.C.
141. Mrs. Charles Morse
142-147. Richard Cheek, C.H.C.
148. Roger Gilman, C.H.C. collection
149. Mrs. Celia V. Scudder
150-151. Richard Cheek, C.H.C.
152. Roger Gilman, C.H.C. collection
153-154. Richard Cheek, C.H.C.
155. Edward Jacoby, C.H.C.
156-157. Richard Cheek, C.H.C.
158. *American Architect and Building News* Vol. 6 (August 23, 1879), pl.191, Loeb Library, Harvard University
159-205. Richard Cheek, C.H.C.
206. Edward Jacoby, C.H.C.
207-208. Richard Cheek, C.H.C.
209. Susan M. Vogel, C.H.C.
210-212. Richard Cheek, C.H.C.
213. Susan M. Vogel, C.H.C.
214-216. Richard Cheek, C.H.C.
217. Edward Jacoby, C.H.C.
218-220. Richard Cheek, C.H.C.
221. *Cambridge Tribune* (May 15, 1886), p.1, Cambridge Public Library
222-224. Richard Cheek, C.H.C.
225. *Architectural Sketch Book* Vol. 3 (September, 1875) Boston Public Library
226. George M. Cushing
227. James S. Sullivan, ed., *The Catholic Church of New England, Archdiocese of Boston* (Boston, 1895), p.549
228. Society of the Preservation of New England Antiquities
229. James S. Sullivan, ed., *The Catholic Church of New England, Archdiocese of Boston* (Boston, 1895), p.551
230-243. Richard Cheek, C.H.C.
244. Society for the Preservation of New England Antiquities
245-247. Richard Cheek, C.H.C.
248. *Cambridge Annual Documents* (1896), p.331
249-251. Richard Cheek, C.H.C.
252. Cambridge Planning Board, C.H.C. collection
253. Richard Cheek, C.H.C.
254. Cambridge Engineering Department
255-256. David Nilsson, Cambridge Planning Board, C.H.C. collection
257. Richard Cheek, C.H.C.
258-259. Robert B. Rettig, C.H.C.
260. H.F. Walling, *Map of the City of Cambridge* (Boston, 1854), C.H.C. collection
261. D.A.R., Winthrop Chapter, *An Historic Guide to Cambridge* (Cambridge, 1907), p.46
262. Society for the Preservation of New England Antiquities
263. Cambridge Historical Society
264. Richard Cheek, C.H.C.
265. Boston Athenaeum
266. Society for the Preservation of New England Antiquities
267. H. Bentley Crouch
268. Beverly Historical Society, Walker Transportation Collection
269. Bradley H. Clarke
270. H. Bentley Crouch
271. Railway and Locomotive Historical Society
272-273. H. Bentley Crouch
274. New England Brick Co.
275-276. Richard Cheek, C.H.C.
277-278. *Cambridge Chronicle Semi-Centennial Souvenir* (Cambridge, 1896), pp. 79, 95
279. F.X. Masse Hardware Co.
280-282. Richard Cheek, C.H.C.
283. Michael Nedzweski
284-285. Richard Cheek, C.H.C.
286. Robert F. Smith, C.H.C. collection
287. Richard Cheek, C.H.C.
288. Cambridge Building Department
289-291. Richard Cheek, C.H.C.
292. Arthur D. Little, Inc.
293-294. Richard Cheek, C.H.C.
295. Eliza McClennen, C.H.C.
296. Martha Taylor
297. Bradley H. Clarke
298. *Boston Traveler* (March 8, 1925), Loeb Library, Harvard University
299-304. Richard Cheek, C.H.C.
305. Robert E. Smith, C.H.C. collection
306-308. Richard Cheek, C.H.C.
309-310. New England Brick Co.
311. *Cambridge Tribune* (April 16, 1887), p.4, Cambridge Public Library
312. Richard Cheek, C.H.C.
313. Society for the Preservation of New England Antiquities
314. Bradley H. Clarke
315-316. Richard Cheek, C.H.C.
317. Arthur Gilman, ed., *The Cambridge of Eighteen Hundred and Ninety-Six* (Cambridge, 1896), p.352
318. Robert B. Rettig, C.H.C.
319-330. Richard Cheek, C.H.C.
331. Cambridge Engineering Department
332. H.F. Walling, *Map of the City of Cambridge* (Boston, 1854)
333. G.M. Hopkins, *Atlas of the City of Cambridge, Massachusetts* (Philadelphia, 1873), pls. G,F
334. Beverly Historical Society, Walker Transportation Collection
335. Mrs. Charles Morse
336. Bradley H. Clarke
337. George W. and Walter S. Bromley, *Atlas of the City of Cambridge, Massachusetts* (Philadelphia, 1903), pls. 26, 27
338. George W. and Walter S. Bromley, *Atlas of the City of Cambridge, Massachusetts* (Philadelphia, 1930), pls. 26, 27
339. Cambridge Planning Board, C.H.C. collection
340. Eliza McClennen, C.H.C.
341-373. Richard Cheek, C.H.C.
374. Aerial Photos of New England, Inc.

Survey Index

Report number first. Page numbers follow colon.
Illustration numbers in parentheses.

Abbot, Edwin H.: house, 4:47, 111, 112 (225-226), 144
Abbot Building, 4:37, 38 (31)
Abbott, Almon: brickyard, 5:28
Aberdeen Avenue, 4:68; 5:9, 47 (63), 109, 177
Aberdeen Court, 4:128
Abt Associates; 5:146 (294), 180
Acacia Street, 4:60
Acorn Park, 5:36, 180
Adams, Charles Francis, 4:176
Adley Express Co., 5:156 (323)
Agassiz, Louis, 4:144, 170, 175; house, 2:65 (114); 4:179, 200 (416), 201
Agassiz Street, 4:51
Agriculture, colonial, 1:13; 4:45; 5:8-13; 38
Albany Street, 1:60; 3:27
Alberta Terrace, 5:44, 78
Alewife Brook, 5:4, 6, 14, 18, 33, 45; reclamation, 5:34, 178
Alewife Brook Parkway, 5:34, 35, 36 (47), 75, 78, 107, 155, 173, 179, 180
Alewife Brook Reservation, 5:178
Allen and Endicott, 1:60; 3:114
Allen Street, 5:21
Allston Street, 3:25
Allston Terrace, 3:25, 69 (144-145), 148
Almshouses, 3:22, 29, 98, 115, 116 (294); 4:146; 5:21, 45, 79, 127, 131 (251-253), 132 (254), 167, 173
Alpine Street, 5:50, 174 (361)
American Architect and Building News, The, 2:90, 95; 4:107: 5:96
American Biltrite Rubber Co., 3:119; 5:154
American Builder's Companion, 4:89
American Circular Loom Co., 5:153
American Net and Wire Co., 1:60, 61 (121)
American Oil Co., 5:34, 158
American Rubber Co., 3:119 (305-306)
American Science and Engineering Co., 3:125
Ames estate, 3:128
Amory Street, 2:27, 112
Andrew Street, 3:150
Anheuser-Busch warehouse, 3:125 (322)
Antrim Street, 2:27, 96, 112
Apartment buildings, 2:8, 50, 92, 97, 98, 100, 101, 102, 103-104, 105; 3:43, 44-46, 112; 4:26, 46; 5:44, 79-83, 113, 175, 177
Appian Way, 4:23
Appleton, John: house, 4:21, 65, 87, 90
Appleton, Nathan: house, 4:62, 80
Appleton, William Sumner, 5:59, 60
Appleton land, 4:155
Appleton Street, 4:64, 65 (84); 5:49
Appleton Terrace, 5:175
Apthorp, East: house, 1:20, 21; 4:19, 20, 23, 41, 81, 82, 86
Arby's, 5:150
Arcadia Street, 2:32
Archaic cultures, 5:5
Archeology: of Cambridge, 5:5, 6; and style, 1:22, 24; 2:41, 77, 87
ARCHITECTS, BUILDERS AND DESIGNERS
  Aalto, Alvar, 1:36; 3:134 (350)
  Abbott, John R., 5:144
  Aberthaw Co., 3:122 (314)
  Adam, Robert, 4:87
  Ahakian, Alan, 5:150 (307)
  Alden and Parker, 4:127 (278)
  Aldrich, William T., 4:42 (39), 128 (281)
  Allen, F. R., 4:123, 128 (279)
  Allen, Samuel P., 2:24; and Company, 3:114
  Allen, Walter, 5:21
ARCHITECTS, continued
  Allen and Collens, 3:84 (188); 4:175 (373), 137
  Allston, Washington, 2:26; 3:25, 148
  Alonzo and Allen, 5:104
  Ames, John, 4:91, 125, 126 (272)
  Ames, J. W., 2:98 (223), 114, 123
  Ames and Dodge, 4:202
  Anderson, J. Timothy, 3:112 (285)
  Anderson, Laurence B.. 3:132. 133
  Anderson, J. Timothy, 3:112 (285)
  Anderson, Laurence B., 3:132, 133
  Anderson and Beckwith, 2:111; 3:96, 102, (256), 134 (348), 137 (362)
  Andrew, Thomas: family, 2:15
  Andrews, John: Anderson and Baldwin, 4:192 (402)
  Andrews and Jaques, 4:118
  Andrews, Jaques, Rantoul, 4:114, 115 (236-237), 145 (324), 146; 5:108
  Andrews, Jones, Biscoe and Whittemore, 2:114; 4:145
  Architects Collaborative, The, 2:47; 3:96, 110, 137 (363); 4:130, 159-160, 189, 190 (397), 195 (406); 5:83 (128), 149 (303)
  Architects Design Group, 5:45 (292), 146
  Architectural Heritage, Inc., 4:83; 5:63
  Ashley, Myer, Associates, 4:145, 154
  Ashley, Myer, Smith, 4:146 (325)
  Aspinwall and Lincoln, 4:176
  Bacon and Mears, 5:141
  Baldwin, Loammi, 1:23; 4:154
  Baldwin and Co., B. L., 3:124 (319)
  Ball, H. B., 3:45 (54)
  Ball and Dabney, 4:115
  Barnes, David, 4:128
  Barnes, Edward L., 4:195
  Bartlett, Charles H., 2:113; 4:121; 5:108 (187)
  Barton, William: Associates, 4:146 (326)
  Bates, Jacob H.: house, 4:90
  Bates, Moses, 1:80-81
  Bates, William: house, 4:90
  Beckwith, Herbert L., 3:132, 133
  Bedar and Alpers, 2:100, 113
  Belluschi, Pietro, 3:110 (278), 137 (363) 5:128 (242), 129
  Bender, Draveaux, 5:174 (361)
  Benjamin, Asher, 1:22, 25, 48; 2:37, 51, 57 (93), 63; 3:25, 77, 78 (171), 98; 4:89, 93 (157)
  Bennink, C., 2:112
  Benware, G. H., 5:75
  Berliner, Bernett, 5:116
  Bernard, Francis, 1:19; 4:79, 153 (335)
  Bertoia, Harry, 3:135 (354)
  Bestelmeyer, German, 4:179 (379)
  Bigelow and Wadsworth, 2:114
  Bigelow, Wadsworth, Hubbard and Smith, 4:139 (309)
  Bilzerian, John 4:141
  Binney, Amos, 1:47
  Blackall, C. H., 2:110, 111; 3:108 (270); 4:114 (233)
  Blackall, Clapp and Whittemore, 3:108, 109 (273)
  Blaikie, E. K. and W. E., 3:87 (199); 4:119 (252); 5:104
  Blaikie, Suther, 2:82 (174), 112
  Bogner, Walter, 4:130 (285)
  Bond, Richard, 1:49 (84); 4:154 (336), 157, 158, 159 (346)
  Bond, W. C.: house, 4:158
  Bosworth, Welles, 3:128-129 (320), 130-132, 133, 136
  Bourne, John S., 5:155, 157
  Bowlby, Ira F., 5:75 (109), 109
  Boyden, E. N., 4:52, 121-122, 145 (322)
  Boyle, M., 2:115
  Bradlee, N. J., 3:102, 103 (249); 4:160
  Bradlee, Winslow and Wetherell, 3:116
  Brainerd and Leeds, 3:104
  Briggs, Philip M., 5:129
  Briggs, Theophilus, 2:112
  Brock, E. O., 2:113
  Brooks, Arthur, 4:145 (323); 5:113
  Brooks, Arthur H., Jr.: and Associates, 2:110
  Brooks, Luther, 1:24; 2:51 (71), 113
  Brooks, Sumner, 4:51, 53, 101
  Brown, James, 3:28; 5:47
  Brown, J. Merrill, 4:113 (231); 5:97, 98 (161)
  Brown, Stephen D., 3:52 (80); 4:94 (163)
  Brown, DeMars, Kennedy, Koch, Rapson, 3:46 (59)
  Bruck, F. F., 4:131
  Bryant, Gridley J. F., 4:71, 152, 154, 159; 5:131 (251)-132
  Buck, Silas B., 1:93
  Bulfinch, Charles, 1:22, 23, 45, 51, 52 (90), 72, 82; 2:63; 4:72, 82, 83, 89, 140, 152; 5:65; Federal style, 4:76, 87, 88; and Harvard, 4:25, 153, 154-155 (338-339), 156, 159, 188
  Bunker, N. W., 4:53
  Bunshaft, Gordon, 3:134
  Burgis, William, 4:150 (330), 151
  Burke, Walter S., 4:170 (363), 181
  Burlington, Lord, 1:19; 4:79
  Burnham, Gershom, 2:73 (148), 112
  Burnham, I. F., 5:98
  Burton, Ambrose, 3:124 (318)
  Burton and Vappi, 5:146
  Buttrick, Ephraim, 1:55
  Cabot, Edward C., 1:27; 4:160
  Cabot, Cabot and Forbes, 3:110 (278); 5:146
  Cabot and Chandler, 4:113, 174 (371)
  Cabot, Everett, Mead, 4:115
  Calder, Alexander, 3:135 (355)
  Cambridge Seven Associates, 4:197 (410)
  Campbell, Colin, 1:19; 4:81
  Campbell and Aldrich, 4:139
  Carlson, Harry J., 3:131 (339), 132 (340)
  Carson, Robert and Albert Rollins, 3:68 (141)
  Catalano, Eduardo, 3:136, 137 (359, 361); and Associates, 3:108, 109 (274); and Pietro Belluschi, 3:110 (278)
  Caudill, Rowlett and Scott, 4:196 (409)
  Chamberlin, William E., 2:114; 4:147 (327); and C. H. Blackall, 2:111; 3:108 (270)
  Chamberlin and Austin, 2:44 (56), 110; 3:115
  Chamberlin and Whidden, 2:114
  Chandler, David, 2:60, 113
  Chandler, Joseph, 4:73, 85, 124, 125 (268)
  Chaplin, George, 2:95-96, 112, 113
  Chase, J. G., 4:72
  Cicco, Joseph A., 5:149
  Clapp, J. F., 3:120 (307)
  Clark, Charles, 1:62; 3:18
  Clark, Edwin R., 5:124
  Clark, Eugene, 2:83 (178), 89, 115
  Clark, William E., 2:87 (192), 112, 115; 3:43 (47), 75 (165)
  Clark and Russell, 4:115
  Clarke and Crawford, 3:93
  Cleary, Charles W., 5:149 (305)
  Clough and Wardner, 3:88 (202)
  Clow, Elmer, 5:54; Clow Brothers, 5:75
  Cluss, Adolph, 4:159
  Coan, George, 2:93, 94 (215), 112
  Collens, Charles, 4:136
  Colley, Benjamin, 2:66
  Comeau, A. J., 5:112 (204)
  Condon and Greco, 3:101 (242)
  Congdon, Henry, 5:121, 122 (226)
  Conner, J. C., 5:74, 104 (179), 105
  Coolidge, Charles A., 4:165, 177, 178, 188 (395)
  Coolidge, F. S., 4:131
  Coolidge, Harold, 4:187
  Coolidge, Joseph: estate, 4:69; house, 4:92
  Coolidge and Carlson, 4:37 (28, 30), 201 (418)
  Coolidge and Shattuck, 4:42 (39)
  Coolidge, Shepley, Bulfinch and Abbott, 3:123 (317); 4:140 (312), 174 (372), 178 (376), 179 (378), 180 (381), 181 (382), 182, 184 (388), 185 (390-391), 188 (396), 189, 190 (398)
  Cormier, Daniel T., 5:75, 155
  Cram, Ralph Adams, 4:57, 69, 123, 124 (265)
  Cram and Ferguson, 1:29-30; 4:139, 140 (310)
  Cromie, Victor, 3:76
  Crowell, Christopher, 5:112 (202)
  Crowell, Zenas, 2:112; 3:57 (96)
  Cummings, C. K., 4:122
  Currie, A. Y., 2:113
  Cutain and Riley, 5:133
  Cutler, Isaac, 2:29, 56, 67 (124-125), 106, 113, 114; 4:102
  Cutter, Olin W., 1:52 (92), 53 (93)
  Cutting, A. F., 2:42 (50), 110
  Cvijanovic, Alex, 5:83 (128), 149 (303)
  Danielson, John G., 5:82, 116 (215)
  Darrow, A. L., 4:122 (259)
  Dascomb, Daniel: house, 4:90
  Davis, A. M., 4:68
  Dawes, Thomas, 4:152, 153 (333, 335)
  Day, Ralph, 5:136, 137 (265)
  Dean, Ralph Harrington, 2:46 (64), 110
  Dean, Robert C., 3:133
  Deck Associates, 4:131 (290)
  De Gersdorff, G. B. and Charles McKim, 4:166
  Delaney, Dr.: house, 5:113
  DeLoria, John, 5:116 (216)
  Dennett, Hartley, 4:121 (254), 123
  Dennison, H. B., 3:92, 93 (214), 149 (391); 5:126, 130 (247)
  Densmore and LeClear, 3:117 (299), 3:121 (311)
  Derby and Robinson, 2:114
  Des Granges, Donald, 3:138 (365)
  Des Granges and Steffian, 4:190
  Deshon, Royal P., 1:49
  Desmond and Lord, 3:44, 45 (58)
  DeVries, John, 5:75, 111 (199)
  Dickson, John: farm, 5:12, 15, 21, 43, 44, 131, 153, 173
  Dickson, John, Jr.: house, 5:15
  Dickson, Walter: house, 5:15
  Dickson, William: tombstone, 4:41 (37A)
  Dietz, Sheldon and Anabel, 4:133 (295)
  Dinsmore and LeClear, 2:111
  Dirlam, Arland, 4:141 (314)
  Dispinadelle, Codman A., 5:154 (319), 155
  Dix, Erwin R., 5:53, 74, 75 (106), 76 (112), 78 (115)
  Dix Lumber Co., 5:75, 109 (194)
  Donham, Brett, 5:117 (217)
  Donohue, Joseph A., 3:109
  Dorr, Moses: house, 5:92 (147)

ARCHITECTS, continued
  Douglas, Nathan, 3:90 (206); 5:76 (111), 142 (280)
  Dow, Ralph, 5:141, 142 (279)
  Downing, Andrew Jackson, 5:26-27, 88, 94
  Duguid, William M., 4:79, 85 (136), 126, 140 (313)
  Duguid, M. and W., 4:91
  Duguid and Martin, 4:79, 124, 126, 127 (275), 128
  Duquesne, E. J. A., 4:177, 187
  Dwight, Louis, 5:131 (251).
  Dyer Co., M. A., 3:96 (226); 5:128 (241)
  Dykman, William A., 5:78 (116)
  Dykman and Murry, 5:146
  Eastern Concrete Construction Co., 3:120
  Eastern Expanded Metal Co., 3:119-120
  Eayres, Joseph, 4:78
  Eisenberg, S. S., 3:90 (207)
  Eliot, Charles, 2:30, 106; 4:68, 80, 166, 168, 176, 186; 5:34
  Elwell, S. Bruce, 5:111 (200)
  Elwell and Blackell, 4:202
  Emerson, William Ralph, 2:114; 4:100, 112, 113 (229); 5:30
  Epps, Inc., Thomas P., 3:93
  Estes, Ivory P., 2:114
  Esty, Alexander R., 2:37, 39, 110; 3:80 (179), 81, 82, 83 (185, 187); 5:119, 120 (221)
  Fay, Spofford and Thorndike, 3:125
  Feer, H. L., 5:149
  Feer and Nast, 5:143
  Fenno, J. W., 5:73
  Fernald, Joshua, 5:40, 88 (136)-89 (138)
  Fillmore, Wellington, 5:97-98 (163)
  Fine, Murray K., 5:54
  Finneran, George, 3:81
  Fisher, Howard T., 4:129 (282)
    112, 115; 3:43 (49), 94 (218), 95 (223), 101 (241), 111 (283); 4:112, 144
  Fogerty, George, 2:41, 42, 93 (213), 95, 110, 112, 115; 3:43 (49), 94 (218), 95 (223), 101 (241) 111 (283); 4:112, 144
  Fogerty, James, 1:88; 2:76, 77 (154), 80, 81 (167), 112, 115; 3:92, 93-94 (215-216), 101 (240), 119
  Forbes, Edward Waldo, 4:186-187; estate, 4:69, 129, 130; house, 4:85, 124, 125 (268)
  Ford, Patrick W., 1:50 (88), 3:97 (229); 4:144, 145 (321); 5:122 (227), 123, 127
  Fordyce and Hamby, 3:125 (322)
  Fowler, J. Chandler, 5:129 (244)
  Francis, Ebenezer: house, 2:29 (25), 102, 114
  Freeman, James, 4:131 (289)
  Frohman, Robb and Little, 5:125
  Frost, David, 2:32; 4:49; house, 4:90
  Frost, James, 2:15, 32
  Frost, James, Jr., 2:15, 32
  Furbish, F. B., 4:119; 5:129 (245)
  Gale, George, 3:22, 28
  Gallier, James, 1:77
  Galvin, William L., 4:44; 5:80-81, 106 (183), 112-113
  Ganteaume and McMullen, 3:116 (297)
  Gay and Proctor, 5:144 (286)
  Gibbs, James, 1:19
  Gilbert Associates, 3:126 (325)
  Gilbert and Mahoney, 5:148 (302)
  Gill, Irving, 5:107
  Girard, L. O., 5:109 (193)
  Glaser, Samuel, 5:157, 158 (327); Associates, 5:143 (285), 145
  Goddard, Benjamin and Stephen: shops, 5:15
  Goddard, Thomas, 5:20
  Goff, Carleton N., 3:138
  Goldberg and Le Messier, 5:157
  Goldsmith, F. N., 1:56
  Goody, Marvin E., 3:139 (367); and Carleton N. Goff, 3:138
  Goody and Clancy, 3:139 (369)
  Goss, Jordan, 2:113
  Gould, Aaron H., 3:95 (221); 4:144; 5:126 (236), 130 (248)
  Gourley and Richardson, 4:202 (420)
  Gourley and Richmond, 4:132
  Gowering, Lewis, 5:94
  Gowing, F. H., 5:75
  Graham, Edward T. P., 2:114; 3:94 (217), 97 (230), 128 (329); 4:138 (305); 5:80, 81 (123), 110 (197), 118 (220), 126 (237-238), 127
  Graham, John, 3:122 (315)
  Granberg, Carleton, 4:203
  Graves, H., 3:81 (181)
  Gray Co., John M., 3:102 (248)
  Greco, Charles R., 1:54 (98); 3:43 (51), 88 (201), 95 (220), 100 (238), 101 (244); 4:121, 128, 142, 144; 5:105, 108, 123 (230), 130 (249), 132 (255-256), 144
  Greeley, Leander, 2:82
  Greenough, Henry, 2:35, 63-65, 68, 113, 114; 3:68, 69, 98 (233); 4:57, 102 (188-189), 104 (197), 137 (303), 170 (363-364), 202; 5:89; house, 3:63, 64 (122); and George Snell, 4:170, 171 (363-364)
  Griffin, Patrick J., 5:155
  Griswold, Boyden, Wylde and Ames, 4:197
  Gropius, Walter, 1:36; 2:46, 47 (67); 4:11, 130, 188, 189; 5:112, 113, 117, 177
  Grovestein, R. C., 2:94 (218), 95, 115; 4:122 (258)
  Guleserian, Charles P., 5:157
  Gund, Graham, 4:133 (297)
  Guyot, Arnold: Guyot-Horsford house, 2:64 (113); 4:102 (189)
  Halasz, Anthony and Imre, 5:146 (294)
  Haley, T. F., 5:74, 75 (107)
  Hall, H. D., 4:85 (135), 119
  Hall, Jesse, 1:43, 79
  Hall, John R., 3:150 (394)
  Hall, William A., 1:78, 79
  Hancock, Torrey: house, 4:90
  Harrington, Eugene T., 2:112, 113; 3:75, 76 (166-167)
  Harris, Edward D., 4:162, 166
  Harrison, Peter,1:19; 4:79, 135, 136 (301)
  Harrison and Abramovitz, 4:202, 203 (421-422)
  Hartwell, H. C.; 2:95
  Hartwell and Richardson, 1:32, 33; 2:82, 83 (176), 113, 115; 3:74 (160-161), 85 (191), 102, 103 (250); 4:51, 111 (220), 112, 113, 115 (238), 119 (251); 5:102 (173)
  Hartwell, Richardson and Driver, 2:44 (57), 110; 3:101 (245), 103 (252)
  Hastings, John: farm, 4:67
  Hastings, Oliver, 1:24; 2:51 (71), 52 (75); 4:21; house, 2:54; 4:62, 87, 90, 139; and Luther Brooks, 2:113
  Hastings, Samuel, 2:15, 31
  Hasty, John A., 2:35, 82 (172)-83 (177), 84, 85 (183-184), 93, 94 (214), 96-97, 111, 112, 113, 114; 3:74 (162), 107 (269); 5:104, 108
  Hayes, Luther, 5:85
  Hayward, Mather, Jr., 2:112
  Hederstat, Albert, 5:74
  Henderson, Francis, 5:44, 147
  Hicks, John, 5:16; house, 2:17; 4:20, 75, 83 (128), 86, 183
  Hill, A. S., 5:74, 142
  Hill, Aaron: house, 4:20, 61, 83, 86
  Hill, Abraham: house, 4:20, 61, 83, 86
  Hill, G. E. B., 4:130 (286)
  Hill, Miller, Friedlander, Hollander, 4:132 (291)
  Hills, Chester, 2:51; 4:97 (175)
  Hine, R. H., 5:141 (277)
  Hollander, Fenton, 5:117 (219)
  Holmes, Joseph, 3:59, 105; house, 4:90
  Holyoke, C. O., 3:93
  Home Service Co., 5:75 (108), 109
  Hooper, William P., 4:197; 5:112 (203)
  Hoover and Hill Associates, 5:146 (293)
  Hopkins, James: house, 4:131
  Hovey, William, Jr., 2:113; 3:54 (85); 4:59
  Hovey and Ryder, 3:92; 4:72
  Howe, Frank M., 5:96 (158), 169
  Howe, Lois Lilley, 4:84, 91, 142; 5:104
  Howe and Manning, 4:126 (274)
  Howells, John Mead, 4:180 (380), 194
  Hsia, Constance, 5:117 (218)
  Hubbard, Allen, 5:147 (298)
  Hunt, William Morris, 4:165, 166 (358)
  Hunt and Chandler, 4:151
  Hutchinson, Erastus, 5:53, 69 (91), 72, 87 (133)
  Huygens and Tappe, 4:53 (58), 144
  Hyde, William, 3:53 (84)
  Jacet Corp., 5:157
  Jackson, Allen W., 4:96, 123, 124 (266), 128 (280); house, 4:123
  Jackson, C. Harry, 5:116
  Jackson, William, 3:33, 34
  Jacobs, G. U., 3:112 (284)
  Jacobs, George N., 5:144 (288), 145
  Jacques, Daniel Harrison, 2:67 (123)
  James, T. M., 1:57 (107-108); 3:109 (277)
  Jefferson, Thomas, 1:24
  Johnson, E. G., 4:130
  Johnson, Earl E., 5:124 (232)
  Johnson, George A., 5:133 (257)
  Johnson, Philip: house, 1:36; 4:60, 130
  Joll, Harry Dustin, 3:95 (222); 5:103 (175)
  Jones, Inigo, 1:17; 4:79, 101
  Jordan, E. E., 5:74 (105)
  Jordan and Packard, 5:84 (130), 101
  Kaczor, A., 5:111 (198)
  Kahlmayer, J., 2:84 (181), 112
  Keenan, T. H., 2:114
  Kelley, James T., 2:113
  Kelley, Samuel, 5:105 (180)
  Kellogg, H. F., 4:121 (253)
  Kendall and Taylor, 4:124, 147
  Kennedy, Henry, 4:145
  Kessler, S. J., and Sons, 5:82 (127)
  Kidder, F. E., 3:86 (196)
  Kilham and Hopkins, 2:98, 99 (225), 114; 3:120 (309); 4:145, 202
  Koch, Carl, 1:36; 4:129 (283), 130, 131 (287); 5:113-114 (209-210)
  and Associates, 3:96 (225); house, 1:36 (70); 4:63
  LaBaste, S. J., 5:110 (196)
  Lafever, Minard, 2:51, 63
  Lamson, Joseph, 4:41 (37A)
  Lane, Katherine Ward, 4:181
  Langley, Batty, 1:19, 20 (21), 29; 4:79 (112, 114), 81, 84
  LaRose, Pierre, 4:156
  Larsen, Steffian, Bradley and Hubbard, 5:145
  Latrobe, Benjamin H., 1:24
  Le Corbusier, 1:36; 2:47 (68); 4:191 (400)
  LeBlanc, Ralph, 3:122
  Lechter, Lester N., 5:150
  Lee, Chung N., 5:150
  Leger, Albert, 5:75, 111
  Leland and Co., J. D., 3:100
  Levy, Barry B., 5:142 (282)
  Linenthal, Mark, 3:139
  Little, Arthur, 4:117 (242)
  Little and Co., S. Frost, 2:112
  Little and Browne, 4:102
  Little and Russell, 2:99 (226), 114
  Littlefield, Joseph H., 2:71 (139), 113; 4:142 (317); and Ivory P. Estes, 2:114
  Livermore, Isaac, 2:59; 3:26, 27
  Lockwood, Greene and Co., 3:117 (298), 123 (316)
  Longfellow, A. W., 4:140 (313), 156, 165, 175, 180, 200 (416), 201
  Longfellow, W. P. P., 4:109 (214)
  Longfellow and Alden, 4:115, 119 (249); Longfellow, Alden and Harlow, 1:29; 2:43 (55), 111, 114; 3:99 (234); 4:111, 112 (225), 144
  Longfellow and Clark, 4:123 (263)
  Longfellow and Harlow, 4:118 (247), 119
  Loos, Adolf, 5:107
  Low, John, 5:38 (50), 40 (53), 46
  Lowell, Guy, 4:48, 124, 125 (267), 165, 174, 175, 178
  Luke, James, 2:74
  Lummers, W. W., 5:139 (271)
  McClare, C. Herbert, 2:86 (190), 87, 92 (209), 95, 112, 113, 114; 3:75, 76 (168), 93-94 (216), 138 (366); 4:114
  McGinn, Edward B., 5:105 (182), 108 (188)
  McGinty, W. H. and J. A., 2:44 (58), 111
  McGirr, Edward B., 2:110; 3:95 (224), 97 (231)
  McGirr, John C., 2:94 (219), 95
  McGray, H. D., 5:78
  Machado, E. W. A., 4:91 (153)
  McIntire, Samuel, 1:22
  McIsaac, J. A., 2:112
  McKay, H. S., 3:86, 87 (197)
  McKim, Charles, 4:117, 166, 175, 176; McKim, Mead and White, 1:32; 2:82, 84; 4:165, 166, 175, 200 (416), 201
  McKinnon and Associates, Walter A., 3:125
  McLaughlin, H. L., 5:75
  McLaughlin and Burr, 2:46, 110
  McLean, Isaac, 2:76, 77 (155), 112; 5:102
  McPherson, John A., 5:124 (231)
  Maginnis and Walsh, 3:82, 88, 89 (203-204); 4:138, 202; 5:127 (240), 128; Maginnis, Walsh and Kennedy, 5:123 (228); Maginnis, Walsh and Sullivan, 5:123 (228)
  Makepeace, Royal, 1:62, 63, 64; 2:24; 3:17, 18, 19, 105
  Manson, Horace, 3:120 (308)
  Mapp, Alexander, 5:124 (233), 125
  Markus and Mocka, 4:147
  Martin, Abel C., 4:137 (304); 5:126
  Marvin, W. J., 3:144
  Mason, Herbert G., 5:141
  Mason, Josiah, 3:18; house, 3:49 (68-69)
  Meacham, George, 5:41, 42, 136; store, 5:140, 141 (275)
  Meers, Henry, 5:104 (177)
  Malamson Brothers, 5:105
  Melvin, Isaac, 2:33, 37, 52 (73), 53, 54, 57, 66, 110; 3:143 (376); 4:157; house, 2:55 (85-86)-56 (90), 57; and Oliver Woods, 2:112
  Melvin and Young, 4:61 (73); 5:121
  Merrick, J. B., 4:43
  Merrill, B. N., 4:122
  Merrill, Byron S., 5:107 (186-187)
  Metcalf and Hoyt, 2:45, 110
  Meyers, Stanley, 5:113, 114 (208)
  Miller, Charles M., 5:74
  Miller, Joseph, 5:74, 97, 98 (162), 103 (174)
  Mintz, Samuel E., 5:117
  Monks and Johnson, 3:116, 122 (313), 125 (321), 139 (367)
  Mooney, C. S., 5:103 (176), 104
  Moore, Francis: estate, 5:12; house, 5:15, 65,

ARCHITECTS, continued
66
Moore, George A., 3:93, 95 (219); 4:136
Moore, Joseph, 5:136
Morgan, Joseph A., 5:149
Morse, Calvin, 2:66
Morse, Ozias, 2:32
Morss and Whyte, 3:119-120
Moulton, Albert, 5:69 (92)
Moulton, Henry J., 5:116
Mowll, William, 4:175
Muldoon, John, 1:89; 2:113
Murney, William, 4:125, 126 (273)
Murphy, James, 3:82 (183)
Myer and Associates, John, 5:129 (243)
Newhall and Blevins, 2:44 (59), 45 (62), 100 (228), 110, 111, 112, 113; 3:45 (55), 89 (205), 101, 104 (253, 255), 106, 108 (272); 4:37, 122 (260), 123; 5:79 (118), 104 (178)
Nichols, G. Leslie, 4:197
Nichols, George H., 2:112
Nicholson, G. L., 5:141, 142 (278)
Nimmons and Co., George C., 5:142, 143 (283)
Norcross, F. A., 3:109 (275)
Norcross Brothers, 3:28
Norris, Wilfred A., 2:93, 94 (216), 113; 4:142; 5:101, 102 (171)
Northern Homes, Inc., 5:112, 116
Norton, Michael, 4:96, 97 (172)
O'Brien, John F., 5:142
O'Connor and Quinn, 5:75
Olmsted, Frederick Law, 2:30 (30); 4:68, 186, 187; **Olmsted Brothers**, 3:102; 4:187 (393-394)
Olmsted, Olmsted and Eliot, 3:102 (246); 4:176 (374); 5:180
O'Mahoney, Jerry, 5:149 (304)
Palladio, Andrea, 1:19; 4:76, 79
Palmquist and Wright, 5:116
Park, Charles E., 5:150 (308), 154 (317)
Parker, Stanley B., 4:194
Parks, J. Marsden, 3:75 (163)
Parris, Alexander, 1:48
Parsons, James L., Jr., 3:138
Partridge, H. A., 5:98-99 (164)
Pasqui, Neno, 5:148
Peabody and Stearns, 2:95; 3:124 (320); 4:11, 108, 109 (211), 115, 159, 163 (354), 166, 172 (367), 175
Peer, Herman L., 5:143
Pei, I. M., 1:37; 4:44; **and Associates**, 3:135-136 (355-356)
Perault, Peter, 5:78 (117)
Perry, Foster, 2:91, 92 (207), 112
Perry, R. L., 2:115
Perry, Dean, Hepburn and Stewart, 3:138 (364)
Perry, Dean and Stewart, 4:147 (328)
Perry, Shaw and Hepburn, 1:34; 3:139 (368); 4:37, 38 (32), 189, 200, 201 (417); **Perry, Shaw, Hepburn and Dean**, 3:133 (347)
Peterson, C. A., 5:147 (297)
Pickering, John A., 2:112
Pollard, John S., 2:112
Pope, Fred, 2:73, 112
Pope's Sons, George W., 2:113
Potter, Henry, 5:30, 41; **house**, 5:63; **slaughterhouse**, 5:20, 137, 153; **subdivision**, 5:42, 43
Powell, F. G., 2:115
Powers Co., J. J., 5:109 (192)
Pray, Hubbard and White, 4:68 (88)
Prentice, Henry: estate, 4:39 (34-35), 50 (51); 5:13, 17
Prescott and Snelotten, 5:141
Prince, Perry S., 5:117
Proctor, J. A., 5:141
Pugin, Peter, 1:50; 4:96
Putnam and Chandler, 4:76
Putnam and Cox, 3:100 (237)
Rains, Wilson, 5:117
Ramsey, H., 5:78
Rand and Taylor, 2:84 (180), 112, 115; 3:74 (159); 5:107 (184)
R.A.R.E., 4:83; 5:63
Raymond, Emmons: house, 2:103
Raymond, Zebina, 2:33, 105; **house**, 2:53 (77-78)
Read and Associates, Edward Sears, 5:80
Reardon, D. J., 3:43 (50)
Redmond, Kenneth: house, 4:131
Regan, P., 5:123 (229)
Reidy, Maurice A., 2:111; 5:155 (321)
Remington, Jonathan, 2:25
Reynolds, George, 5:115 (213), 116
Rice, A. D., 2:92 (208), 115
Rice, James, 5:112, 113 (206), 115 (214), 116
Richards, James R., 4:102-103 (190); 5:126
Richards, J. R. and W. P., 2:92, 93 (212), 113, 114, 115
Richards, William P., 5:155
Richards and Co., 2:92, 93 (210), 113
Richardson, Henry Hobson, 1:29, 32, 33, 45; 2:39-40, 42 (52), 83 (179); 3:81; 4:55, 56, 60, 111, 112 (227); 5:30 (38), 122, 139; **on churches**, 4:138; **and Harvard**, 4:11, 164-165 (356-357), 172 (368), 173, 174, 175-176, 181; **influence**, 2:41, 42, 43, 44, 76, 89, 92, 95, 96; 3:117; **Romanesque**, 1:27; 3:86, 99, 107; 4:144, 173; 5:126; **Shingle style**, 2:77, 82, 83
Richardson, Moses, 5:16
Richardson, Royal, 2:60, 103
Richmond, Carleton, 4:131 (288)
Ricker, Moses and Jedediah, 2:112, 113
Ricker, William, 2:60; **and David Chandler**, 2:113
Reisman Associates, William, 5:144 (289)
Rivers, Isaac, 3:144
Rogers, Isaiah, 3:80; 4:136 (302), 158 (345), 197; 5:88
Roszak, Theodore, 3:135 (353)
Rotch and Tilden, 2:42 (51), 110
Roth and Sons, Emery, 3:110 (280)
Rubin, Laurence L., 5:144 (287)
Rudolph, Paul, 4:133 (294)
Ruskin, John, 1:29; 2:41; 4:97, 108, 109, 110, 138, 139, 163; 5:97
Ryder, Calvin, 2:40, 41 (47), 110; 3:63, 64 (122); 4:98
Ryder and Harris, 4:11, 160, 162, 175
Saarinen, Eero, 1:37 (73); 3:135 (352-353)
Salsberg and LeBlanc, 3:112 (286); 5:149-150 (306)
Sanborn, A. C.: house, 3:148
Sanders, Charles, 2:41; 4:169
Sands, John: brickyard, 5:28, 29-30, 31 (37-38), 49; **house**, 3:61; 5:87 (134)
Santano, James, 5:109 (195), 110
Sargent, Solomon, 5:51, 52, 53, 71; **brickyards**, 5:28-29, 30, 72, 73; **house**, 5:63, 66
Sasaki, Dawson DeMay, 5:128 (242), 129
Saunders, William, 2:15, 52 (72, 74), 113, 115;
Saunders, William, 2:15, 52 (72, 74), 113, 115; **house**, 4:90, 91 (149), 92; 5:65
Schein, Sumner, 2:46 (65), 111
Schiebe, E. F., 5:155 (320)
Schulze, Paul, 4:159 (347), 160 (348)
Schumacher, A. J., 3:148 (389); 5:81 (124)
Scully, John T., 1:65
Sears, W. T., 4:71
Sert, Jose Luis, 1:37; 2:114; 4:194; 5:117; **house**, 2:100 (229); 4:195
Sert, Jackson and Associates, 4:55 (61)
Sert, Jackson and Gourley, 1:37 (75); 2:46 (66), 111; 3:46 (61), 96 (227); 4:191-192 (400-401, 404), 193-194, 199 (414)
Sewall, J., 5:74; **and Co.**, 5:69 (94), 97 (160)
Shaw, Edward, 2:51, 63, 68; 4:94 (165)
Shaw, George R., 4:170 (363)
Shaw, Norman, 4:123
Shaw, Richard, 2:110; 3:92; 5:96
Shaw, T. M., 4:166
Shaw and Hunnewell, 4:170 (363), 173 (369), 175
Shaw and Shaw, 3:49
Sheaff and Jaastad, 3:126 (324)
Shepard, Frank, 2:92, 93 (211), 113
Shepard, Sumner, 2:113
Shepley, George F., 4:176
Shepley architectural firm, 4:151, 165, 173, 175-176, 177, 178, 179, 180, 188, 189, 194
Shepley, Bulfinch, Richardson and Abbott, 2:111; 4:175-176, 180 (380), 195 (407), 197 (411), 198 (412-413)
Shepley, Coolidge, Bulfinch and Abbott, 1:34
Shepley, Rutan and Coolidge, 2:111; 3:108 (271); 4:173, 174 (370, 372), 175, 183 (387), 184 (389), 185 (390)
Sidebottom, William, 2:115
Silloway, Thomas, 2:36-37, 110; 3:79, 80, 84, 85 (190), 87 (198)
Silverman, Bruce, 3:144 (378)
Silverman, Brown and Heenan, 3:45 (56)
Simpson, Frank, 5:104
Skidmore, Owings and Merrill, 3:134 (349), 136 (357-358)
Slack, Robert, 3:84 (189); 4:170 (363)
Sloan, Samuel, 2:66 (119)
Slotnick, M., 5:133
Small, George, 5:141
Smallman, John, 5:101 (170)
Snell, George, 4:170 (363), 171 (364)
Solberg, G. D., 5:113 (207)
Soule, L. P., 5:96
Sparrell, William, 4:156 (340)
Sparrow, E. S., 5:100 (168), 101
Sparrow, James H., 3:58 (99), 59 (102), 60 (110), 84
Spinelli, C. M., 5:36
Stahl Associates, F. A., 4:132 (293)
Steadman, John A., 2:82 (170), 115
Stearns, M. N., 2:87
Stearns, Thomas: house, 4:63
Stevens, Edwin A., 2:70 (134), 112, 113
Stickney, Nathaniel: and Sumner Shepard, 2:113
Stickney and Austin, 4:146
Stiles, Stephen, 5:42, 91 (144), 94, 98 (163)
Stone, Edward Durell, 1:36; 3:110 (279); 4:129 (283)
Stone, Carpenter and Co., 4:170 (363)
Stone and Webster, 3:119, 120-121 (310)
Stratton, E. B., 3:90 (208)
Stuart and Revett, 1:24; 4:93 (158)
Stubbins, Hugh, 4:131, 144; **and Associates**, 3:137 (360); 4:196; **house**, 4:132 (292)
Stull, Donald, 5:117
Stull Associates, 5:144
Sturgis, John, 4:117
Sturgis Associates, 2:46 (63), 111; 4:142, 179
Sturgis and Brigham, 4:117 (243)
Sullivan, J. Donnell, 5:148
Sullivan, Louis, 5:145
Sumner, Thomas W., 4:156 (340)
Swan, Abraham, 1:19
Symmes, Maini and McKee, 3:104 (257); 5:156 (325), 157
Taintor, Giles, 4:125
Taverana, Dom, 5:129
Taylor, G. M., 5:45 (58), 142
Taylor, Harvey, 4:113; 5:141
Taylor, Oliver, 1:83, 1:93
Techbuilt designs, 5:114 (211)
Tedesco Associates, Edward J., 3:90
Thompson, Benjamin, 4:173; **and Associates**, 4:55 (61), 194 (405), 196 (408); 5:83 (129)
Town, Ithiel, 4:88, 90, 130
Tracy Engineering Co., 3:125 (323)
Trumbauer, Horace, 4:177 (375), 180
Tunnard, Christopher, 5:113
Tyler, G. H., 5:105 (181)
Upjohn, Richard, 2:38; 3:82, 83; 4:98; 5:139
Upjohn, Gilman and Cabot, 4:159
U. S. Steel: demonstration house, 5:116
Van Brunt, Henry, 1:29, 32, 33; 2:95; 4:136; **house**, 2:95; 4:116 (239), 123
Van Brunt and Howe, 1:29, 30; 2:42, 43 (54), 79 (163), 86 (188), 95, 111, 115; 5:96, 119, 120 (222)
van der Rohe, Mies, 4:130; 5:146
Vaux, Calvert, 4:68
Viaux, Frederick, 3:32
Vinal, Arthur H., 2:84, 85 (186), 113; 3:45 (53)
Virgin, Nathaniel, 2:112
Voorhees, Walker, Foley and Smith, 3:132 (342)
Vose, Robert, 1:64; 3:17, 105
Voysey, C. F. A., 2:84; 4:123
Wadsworth, Alexander: map, 4:21, 22 (6), 23, 34, 40, 41-42, 43, 91; **Mt. Auburn Cemetery**, 4:70 (91); **Strawberry Hill**, 5:46 (61), 47
Wagner, Otto, 5:107
Wait, Robert P., 1:52 (92)
Wakefield, F. M., 4:119
Wales and Holt, 4:114
Walker, Ralph, 3:132 (342)
Walker and Kimball, 2:114
Walsh, Timothy F., 2:94 (219), 95; 4:123, 124 (264)
Walsh and McGirr, 2:89 (199), 94 (219), 95, 113
Ware, Henry, Jr.: house, 2:29
Ware, Isaac, 4:81
Ware, John: house, 2:29
Ware, William Robert, 2:95
Ware, William Rotch, 2:86 (189), 95, 114
Ware and Van Brunt, 2:41 (49), 102; 4:11, 110, 138-139 (306, 308), 154 (336A), 157, 158 (342-344), 163 (353), 168, 169 (360-361), 175; 5:119, 120, 122 (225)
Warren, Langford, 4:122, 123; **house**, 4:123 (261-262)
Warren and Smith, 4:179 (379); **Warren, Smith and Biscoe**, 2:45 (61), 110; 4:193 (403)
Warren and Wetmore, 4:42 (39), 187
Wasserman, Max, 5:143
Waters, Manning, 5:79, 111 (201)
Watraus, Ralph, 5:79, 80 (120)
Webb, T. C., 5:22
Webber, John H., 2:66 (117), 84 (182), 110, 112, 113
Wellington, Charles W., 2:69 (129), 73 (147), 113, 115
Wells, E. S., 5:108 (189)
Wentworth, William P., 2:114, 115
West, Albert M., 2:115
Wheelwright, Edmund M., 3:33, 34
Wheelwright and Haven, 2:113; 3:92; 4:175
Whiting, George C., 4:79 (111), 126
Wilbur, Frank, 5:108 (190)
Wilbur, J. W., 5:53, 99 (167), 100
Willard, C. F., 4:119
Willard, Solomon, 4:156 (340)
Williams, C. J., 2:82, 83 (175), 113
Wills, Royal Barry, 4:76 (102), 124

- ARCHITECTS, continued
  - Wilson, Nathan, 2:113
  - Winslow and Bigelow, 4:91, 125 (270), 200 (416), 201
  - Wood, George H., 2:112
  - Woodcock, S. S., 3:81 (182), 84
  - Woodcock, S. S., 3:81 (182), 84
  - Woodcock and Meacham, 3:83-84 (187)
  - Woods, Oliver, 2:53, 112 15
  - Wren, Christopher, 1:17, 18, 19; 4:101
  - Wright, Frank Lloyd, 1:45; 4:111, 122; 5:107
  - Wurster, William W., 5:115
  - Yamasaki, Minoru, 2:47 (69-70), 102; 4:193 (403), 194
  - Young, Ammi B., 1:51, 52 (90), 54; 5:131, 132 (254)
  - Young, Isaac, 2:56
- ARCHITECTURAL INFLUENCES
  - Austrian architecture, 5:107
  - California architectural styles, 3:88; 4:122; 5:106, 107, 108, 115, 116
  - Chicago: architectural movements, 5:106, 107; World's Fair, 1:53
  - Columbian Exposition of 1893, 1:33, 3:128
  - Connecticut River Valley: architecture, 2:126; 5:78
  - English architectural influence, 1:17, 18, 19, 21-22, 24, 66; 2:61; 3:63; 4:84, 110, 123; 5:85, 131, 139; Colonial style, 5:57, 101; Crafts movement, 5:96; on churches, 2:40; 3:79, 84; 4:136, 138; "English style," 1:35, 3:76; Federal style, 1:23; 3:47; 4:79, 101; 5:65; Gothic Revival, 2:39; 3:79, 82, 83; 4:76-77, 96; Italianate style, 1:27; 3:57; 4:98; medieval styles, 2:98; 5:58, 59, 88; Queen Anne style, 1:34; 2:84; 3:70; 4:107, 115; Regency style, 1:25; 2:52; 4:95; Tudor style, 1:16; 2:98; 4:123; 5:94
  - Environmental concerns: and architecture: 2:35, 47, 57, 60, 95, 103-104
  - European architectural influence, 5:85, 106, 107, 112; folk style, 5:94
  - Florida: architectural movements, 5:116
  - French architectural influence, 1:22, 35; 2:41, 87, 99; 5:85; Beaux Arts style, 5:112; Mansard style, 1:30-31; 5:89, 92, 116; Provincial, 1:35; 4:128; Second Empire style, 2:35, 61-62, 65, 70; 4:101, 102; 5:92
  - Georgetown, D.C.: architecture, 1:97
  - German influence: Bauhaus, 5:112; Rundbogenstil, 4:159; Westwerk, 3:89
  - German influence: Bauhaus, 5:112; Rundbogenstil, 4:159; *Westwerk*, 3:89
  - Hudson River Valley: architecture, 5:110-111
  - Italian architectural influence: Italian Villa style, 1:27; 3:57; 4:98; 5:89; Renaissance styles, 1:17; 2:41, 87; Romanesque, 1:57
  - New York City, 2:46; 3:37; 5:35, 79, 146; Central Park, 2:30
  - Palladianism, 1:19, 20, 21, 22, 66; 4:158
  - Paris: architecture, 2:61; 3:63; 4:69
  - Philadelphia: architecture, 1:97; 4:69
  - Pompeii: discovery of, 1:22, 24
  - Spalato discoveries, 1:22
  - Texas: architectural movements, 5:116
  - Worcester, Ma.: three-deckers, 5:76, 78
- ARCHITECTURAL STYLES
  - Academic style, 2:61, 62; 4:101-102; French, 1:87; 3:63, 68-69; Palladian, 1:21
  - Adam brothers: style, 1:22, 24; 2:91, 96; 4:77, 194
  - Art Deco style, 5:112, 113
  - Baroque influence, 1:19, 21
  - Bauhaus style, 5:112, 114, 115
  - Beaux Arts style, 3:128; 5:112
  - Bungalow style, 5:106-110
  - Byzantine style, 1:57; 3:90
- STYLES, continued
  - Cape Cod cottage style, 5:111, 112
  - Classical styles: influence of, 1:17, 18, 19, 20, 21, 22, 23, 24, 30, 31, 33, 77; 2:61, 91; 3:63; 4:93; 5:65, 85, 86
  - Collegiate styles: Georgian, 2:46; gothic, 4:175
  - Colonial architecture, 4:73-76; 5:57-60; Colonial Revival, 1:27, 33, 34, 89; 2:46, 86-87, 92, 93, 98; 3:70, 75; 4:76, 115, 116-119; 5:101-105, 111-112
  - Contemporary architecture. *See* Twentieth century architecture
  - Craftsman movement, 4:122; 5:108
  - Dutch Colonial style, 1:35; 2:99; 4:128; 5:110
  - Eclectic style, 2:41
  - Egyptian style, 2:56
  - "Exposition Classical" style, 3:128
  - Federal style, 1:21-23, 48, 70, 72-75; 2:84; 3:47-53; 4:76, 87-91; 5:64-67. *See also* Georgian style
  - Free Classic style, 4:115-116
  - Garrison style, 5:111-112, 116
  - Georgian style, 3:76-91; 4:76, 79-80, 85, 116; 5:57, 60-64; Early, 1:17-18, 19, 82; 4:76-79; High (Middle), 1:19-21; 4:79-85, 152; Late (Federal), 1:19, 21-23, 66, 67, 68, 70, 72-75, 88, 94; 3:47; Revival, 1:34, 35; 3:75; 4:79, 117, 119, 124-128, 173, 177, 190; 5:110. *See also* Federal style
  - Gothic Revival style, 1:28-30; 2:45, 50, 51; 3:82, 83; 4:96-97; 5:88-89, 124; churches, 2:39; 3:79-80, 81-82; folk, 4:136; "Modern Gothic style," 3:81
  - Greek Revival style, 1:23, 24-26, 27, 67, 68, 74, 75-83, 85, 88; 2:50-53; 3:53-57, 71, 143; 4:92-96; 5:66-67, 85-87
  - International style, 1:57; 2:47; 3:132-135; 4:129, 130, 131, 189, 190, 191, 192; 5:112-114, 117, 180
  - Italianate-Bracketed style, 1:27-28, 84-86; 3:57-63, 71; 4:98-101; 5:89-91; bracket construction, 3:69
  - Mansard style, 1:30-31, 86-88; 2:61-62, 68-74; 3:63-70; 4:102-107; 5:92-94, 115, 116
  - Medieval Revival style, 1:28-30, 35; 4:108, 109-110, 123-124; and churches, 2:39; 3:79-81, 89
  - Mediterranean styles, 1:35; 4:128; 5:107, 117
  - Mission Revival style, 5:107
  - Moderne style, 4:44; 5:112-113
  - Neo-Rationalism style, 4:120-123; 5:106
  - Norman style, 1:35; 3:80
  - Panel Brick style, 3:69; 4:108, 109; 5:96
  - Prairie style, 4:122; 5:105, 106-110, 115, 116
  - Queen Anne style, 1:31, 32-33, 70, 88-89; 2:62, 77-86, 95, 98; 3:70-75, 87; 4:107-119; 5:96-101
  - Ranch style, 5:114, 115-116
  - Regency style, 1:25; 2:52; 4:95, 96
  - Renaissance styles, 1:17; 3:63; 4:76, 79
  - Revivals, historic, 1:35; 5:110-112
  - Rococo style, 1:21
  - Romanesque style, 1:28-30; 2:42; Richardsonian, 1:27; 3:86, 99, 107; 4:144, 173; 5:126
  - Romantic rationalism, 4:108
  - Scandinavian Modern style, 5:128
  - Shed style, 5:117
  - Shingle style, 2:77, 80, 81, 82, 84, 95; 3:74, 75; 4:108, 110-115; 5:96, 106-107, 108, 117
  - Spanish Colonial style, 2:99; 5:115
  - Stick style, 3:72; 4:106, 108, 109, 123; 5:94-95, 96
  - Swiss chalet style, 3:72, 73; 4:108; 5:94
  - Transitional styles, 2:35, 95
  - Tudor style, 1:16, 30; 2:66, 67, 98, 100; 4:77, 123; 5:94
  - Twentieth century architecture, 1:36-37; 2:47, 98-100; 3:76; 4:120-133; 5:106-107
  - Victorian architectural styles, 1:26, 27, 29, 50; 2:41; 4:73
- Architecture profession, 1:27; 2:61, 87, 95-97; 4:79
- ARCO station, 5:148 (302)
- Arensberg, Walter, 2:31
- Arlington, Ma., 1:10, 13, 39; 4:16, 18, 19; 5:ix, 61
- Arlington Heights, 5:13, 178 (370)
- Arlington Street, 4:52 (55)
- Armory, 3:101 (245), 124, 127, 138; National Guard, 5:129
- Arrow Street, 4:16
- Arsenal, 4:47 (44)
- Arsenal-Observatory Hill Triangle, 4:53-54
- Arsenal Square, 4:47, 53
- Ash Street, 4:48, 59-60
- Ash Street Place, 4:60 (69)
- Athenaeum, Cambridge, 1:28 (47); 2:64 (111); 3:26 (19), 98 (233); 4:142
- Athenaeum Press, 3:117 (298)
- Atlantic Refining Co., 5:148; Atlantic Station, 5:148 (299)
- Atlases, real estate, 2:9, 26 (22), 27 (23); 4:143
- Atwill, J. S.: grocery store, 5:125
- Auburn Place, 5:46, 47
- Auburn Street, 3:17, 151
- "Auburn" subdivision, 5:46
- Austin, Edward, 4:172, 175
- Austin, Henry, 4:97
- Austin, Jonathan, 2:24; 3:17
- Austin, Thomas: house, 4:73
- Austin estate, 4:50, 51
- Austin Street, 2:22, 24, 112; 3:17, 144-145 (381)
- Automobile: effect of, 3:34; 4:39, 44, 45, 46; 5:35, 54, 164, 165
- Avon Hill, 2:76; 3:71; 4:50-53, 73, 106, 113; 5:4, 8, 10, 41, 43, 48, 97, 166, 175
- Avon Hill Street, 4:52
- Avon Home, 4:62, 146-147
- Avon Street, 4:49 (49)

- Backslope, 5:48-49, 50 (66), 166, 174-175
- Badger, John: house, 5:14
- Badger Corporation, 3:110
- Banham, Reyner, 5:70
- Banks, 1:56-57; 3:28; 5:144
- Banks Street, 3:153; 5:29
- Bannister, John, 2:13
- Barbour-Stockwell Iron Foundry, 1:60, 61 (120); 3:28
- Bar Harbor, Maine: architecture, 4:52
- Barrett, Samuel, 3:97
- Barrit, Will, 4:18-19
- Barry, Sir Charles, 1:27; 2:61; 3:57
- Barry's Corner, 5:172
- Basements, 5:71-72
- Batchelder, Samuel: house, 4:43, 58-59, 97 (176); estate, 4:60
- Bates Street, 4:52
- Battle Road, 5:168
- Bay State Brick Co., 5:28, 29, 30, 31, 50
- Bay State Glass Co., 1:14
- Bay State Road, 5:9
- BB Chemical Co., 3:123 (317)
- Beacon Oil Co., 5:147
- Beacon Street, 5:17, 161
- Beck, Charles, 2:26
- Beckwith Co., 5:153 (316)
- Beech Street, 5:9, 11, 13, 15, 39, 161, 168
- Bell, Alexander Graham, 3:114; 4:62
- Bellevue Avenue, 4:52
- Bellis Circle, 5:53, 172 (354)
- Belmont, Ma., 1:10; 5:ix, 31, 33, 46, 47, 114
- "Belmont" estate, 5:26-27
- Belmont Hill, 1:35; 5:13, 17
- Belmont Street, 5:9, 47, 74, 77, 176-177
- Bent, Newell, 1:65; 3:27
- Berkeley Place, 4:63
- Berkeley Street, 4:62-63
- Bethlehem Steel Co., 5:36, 157
- *Bicknell's Village Builder and Supplement*, 2:62 (107), 70 (135)
- Big Bear Market, 5:143, 153
- Big Burger Drive-In, 5:149, 150 (306)
- Bigelow, Abraham, 2:27
- Bigelow, Benjamin, 2:24
- Bigelow, Jacob, 4:11, 70, 71 (92)
- Bigelow estate, 4:155
- Bigelow Street, 2:33, 61, 74, 105, 109, 112
- Billerica, 1:10; 4:18, 19
- Binney Fields, 1:12
- Birch Street, 5:50
- Bird, Horace: house, 5:176
- Bird, Jesse: slaughterhouse, 5:46, 153
- Bird, Jonathan, 5:17, 135
- Bird, Joseph: estate, 5:46, 47
- Bird's Iron Foundry, 3:27
- Bird's Pond, 5:176
- Bismarck Street, 5:44
- Black families, 5:50
- Black Island, 5:12, 23, 33
- Black Nook, 5:24, 26
- Blair Place, 5:53
- Blair Pond, 5:32, 33, 177
- Blake, Darius, 5:21
- Blake, True: brickyards, 5:28, 30
- Blake Manufacturing Co. Warehouse, 3:124 (319)
- Blake Street, 5:43
- Blanchard Street, 5:12, 54, 55 (71), 78, 116, 177
- Boarding houses, 2:107, 108; 5:66, 71, 79
- Boardman house, 1:39, 62
- Bock Nursery, 5:152 (311)
- Boles, Jerome: house, 5:90 (140); Boles-Getchell house, 5:179
- Bollis' store, 5:140
- Bolt, Beranek and Newman, 5:145 (291), 146 (293), 180
- Bolton Street, 5:53, 172
- Bordman, Andrew, 1:63; 3:15, 18, 77, 91; estate, 4:39 (35), 46 (42); family, 2:15; 4:21; farm, 3:15, 18, 22; house, 3:18, 47 (63); 4:21, 87
- Bordman, E.: estate, 4:50 (51)
- Bordman, Sarah Phips, 3:15, 47
- Borland, John, 4:20 (5)
- Boston: architecture, 5:57, 61, 65, 70, 74, 76, 96, 111; Back Bay, 1:87; 3:31, 37, 40, 63, 67; 4:115, 117; 5:30, 103; Beacon Hill, 1:22, 72, 82; 3:40; 4:76; and Cambridge, 1:10, 12, 13, 42; 3:17, 19, 22, 29; 4:18; City Hall, 1:30; 4:194; 5:92; City Jail, 5:131; Customs House, 1:51; Faneuil Hall, 4:152; South End, 1:87; State House, 1:52; Trinity Church, 5:30, 122; Worcester Square, 1:86 (196)-87
- Boston & Albany Railroad, 1:63; 3:12, 119
- Boston Art Club, 4:115; 5:30
- Boston Athenaeum, 1:27; 3:57
- Boston Basin, 5:3, 5
- Boston Elevated Railway, 5:35, 153
- Boston & Lowell Railroad, 3:26
- Boston & Maine Railroad, 2:22; 5:18, 24, 31, 33, 36, 155, 157, 179
- Boston Packing and Provision Co., 5:20-21
- Boston Porcelain and Glass Co., 1:13, 40
- Boston Rolling Mill, 3:27, 28, 31
- Boston and Sandwich Glass Co., 1:14
- Boston Society of Architects, 4:160
- Boston Structural Steel, 3:28
- Boston & Worcester Railroad, 3:27
- Boston Woven Hose and Rubber Co., 1:15, 64; 3:28, 118-119 (300-304)
- Botanic Garden apartments, 4:50

Bow Street, 4:16, 41
Bowdoin Street. 4:49, 114
Bowen, Maria: house, 4:47, 93
Bowers, Benanuel: farm, 2:15; 5:12, 15, 161
Bowers, W. B.: house, 4:129 (282)
Bowman-Whittemore house, 5:61 (77), 62
Boylston, Ward Nicholas, 4:159
Boylston Street, 4:23, 32
Box-making industry, 1:14, 43
Bracketed style. *See* Italianate-Bracketed style
Bradbury Park, 4:61
Bradish, I.: estate, 4:50 (51)
Braintree Street, 4:26, 32
Brask Engineering Co., 5:145 (290), 156 (322)
Brattle, Thomas, 4:43, 58 (65); tenant houses, 4:85, 86, 144
Brattle, William, 2:31; 4:19; 5:14; estate, 4:20 (5); house, 1:18 (16-17); 4:56, 77, 78 (107-108), 86
Brattle family: estate, 4:19, 23, 43, 59, 62; house, 4:43, 44 (40A), 58; 5:61, 62
Brattle Circle, 4:129
Brattle-Eliot Square area, 4:43-44
Brattle Square, 1:62; 3:25; 4:26, 43-44; Office Building, 4:55 (61)
Brattle Street, 1:37; 2:35; 4:26, 45, 55-58, 73; architecture, 1:30, 32; 2:76; 3:75; 4:125; 5:39, 61, 101; history, 1:20, 22, 40, 62; 2:109; 4:16, 21, 24, 29, 43; 5:4, 6, 12, 14, 47, 48, 49
Brattle's Ditch, 5:14
Brewster, John: estate, 4:65, 113
Brewster, William: house, 4:65, 118, 125, 126 (271); Brewster Block, 4:64, 109 (212)
Brewster Street, 4:65
Brick: industry, 1:4; 5:27-32, 49, 151; use of, 2:96; 3:55, 69, 115; 4:108, 109, 165
Brick Bottom: claypits, 5:29
Brickyard Lot, 5:14, 28
Brickyard Pasture, 5:29, 30, 51
Brickyard subdivisions, 5:50-53, 167
Bridge Street, 1:41, 42, 45, 94
BRIDGES
  Anderson Bridge, 4:186
  Boston University Bridge, 3:26, 147
  Brookline Street Bridge, 3:26
  Cambridge Bridge, 3:33
  Canal Bridge, 1:10, 11, 13, 40, 62; 2:22, 27, 102; 3:17, 26; 4:21; Proprietors, 1:47; 3:25
  Charles River Bridge, 1:39
  Construction of, 1:10, 11, 13, 40, 62; 2:11, 22
  Cottage Farm Bridge, 3:147
  Craigie Bridge, 1:10, 40, 57, 94; 2:102, 103; 4:21
  Great Bridge, 1:13, 39, 62; 2:22; 4:18; 5:16
  Hancock Free Bridge Corp., 3:26
  Harvard Bridge, 3:32, 33 (26); 5:43
  Little Bridge, 1:65
  Longfellow Bridge, 1:10, 13, 94; 2:102; 3:15, 17, 33, 34 (28); 4:21
  River Street Bridge, 3:18
    Toll, 3:26
  Weeks Memorial Bridge, 4:186
  West Boston Bridge, 1:10, 11, 13, 23, 39, 40, 94; 2:22, 24, 102; 3:15, 17 (12), 19, 22, 25, 26, 31, 33, 37; 4:21, 53; 5:16-17
  Western Avenue Bridge, 3:26
Briggs house, 3:64 (124-125), 112
Brigham's Creamery, 3:28, 138
Bright, Josiah: farm, 5:14, 55
Brighton, Ma., 1:10, 13, 39; 4:18, 19; 5:6, 7
Brighton Street, 3:18; 4:23
Brimmer, George, 4:23, 70
Brinley, Francis, 5:135
Briston Arms apartments, 5:29, 116 (216)
Broad Canal, 1:12, 62, 63 (123-124), 64 (125), 65 (127-128); 3:12, 22, 27, 119
Broadway: architecture, 2:105, 112; 3:55, 143-144; history, 2:22, 24, 61, 102, 103, 104; 3:17, 18, 19, 27
Brockman, J. J., 4:122
Brookford Street, 5:44, 173
Brookline Street, 3:17, 25, 150
Brooks, Phillips, 1:48
Brooks, Stephen, 3:62
Brown, Abraham: house, 1:16, 17 (10); 4:73
Brown Street, 4:61 (72)
Bruce, Charles: store, 5:140
Bryant Street, 2:114
Buckingham Street, 4:62, 63 (76)
Buena Vista Park, 5:44, 175
Builders. *See* Architects, Builders and Designers
Builder's Brick Co., 5:30
Builder's handbooks, 1:19, 22; 5:85, 88. *See also* Pattern books
Bunker Hill: battle of, 2:17; monument, 5:131
Bunting, Bainbridge, 2:5-6; 4:108
Burden, James, 4:187
Burns Road, 5:174
Burrage, Gale and Co., 3:22
Burying Grounds, 3:19, 144; 4:17 (4), 31 (12), 32, 33 (13-14), 39 (35), 41, 72; 5:v, 6
Busby's Lane, 5:9
Bush, Jonathan: house, 5:172
Bush Lot: brickyard, 5:29

Cabot estate, 1:40
Callahan, John, 5:73
Cambridge Aqueduct Co., 5:25
Cambridge Bank, 3:28
Cambridge Brick Co., 5:28, 31, 33
Cambridge Center for Adult Education, 4:56, 78
Cambridge Chronicle, 3:12, 105 (259), 108 (272)
Cambridge City Bank, 3:28
Cambridge Community Center, 3:93, 94 (215)
Cambridge Community Services, 3:55 (92), 144, 145 (381)
Cambridge and Concord Turnpike, 2:102; 3:17
Cambridge Cyclotron, 4:189
Cambridge Directory, 3:25, 26
Cambridge Electric Light Co., 3:29, 126; 4:26
Cambridge Farms, 4:18
Cambridge Field Park Shelter, 3:102 (246)
"Cambridge Gardens," 5:54
Cambridge Gas Co., 3:127 (326); 4:25, 59 (67), 62
Cambridge Gas and Electric Light Co., 2:111; 5:71
Cambridge Gateway, 3:110 (280)
Cambridge Highlands, 5:11, 54-55, 64, 75, 111, 166, 177 (369)
Cambridge Historical Commission, 1:5-7, 8; 5:iv
Cambridge Historical Society, 2:9; 3:13; 4:47, 57, 65, 75, 93, 141
Cambridge Home for the Aged, 4:146
Cambridge Housing Authority (CHA), 3:44; 5:80, 81, 112, 125
Cambridge Ice Skating Club, 4:61
Cambridge Jewelry Co., 5:155
Cambridge Junior College, 4:144
Cambridge Mental Health and Guidance Center, 2:107
Cambridge Mutual Fire Insurance Co., 2:96-97 (220), 111; 3:107 (269)
Cambridge Neighborhood House, 3:49 (68-69), 50, 155
Cambridge Parkway, 3:123, 124; 4:59
Cambridgeport: aerial view, 3:6 (1), 10 (2); agriculture, 3:15; architecture, 1:23; 2:76; 3:47-75; 5:85, 105; area characterization, 3:140-153; boundaries, 3:12; canals, 1:62; commerce, 3:19, 22; history, 1:10, 11, 12, 13; 2:13, 24, 102; 3:12, 15-36; 4:21; industrialization,
Cambridgeport
  1:14, 43; 2:22, 33; 3:15, 22, 26-33, 36; 4:25; maps, 3:11 (3), 14 (7), 16 (10), 18 (13), 20, 21, 23, 24, 30 (23), 35 (29), 38 (32), 140 (369); marshes, 3:15, 17, 18, 31; non-residential architecture, 3:77-139; North, 3:142-147; as port, 1:39; 3:18, 19, 37; residential architecture, 3:37-76; South, 3:147-151
Cambridgeport Meeting House Corp., 3:18, 77
Cambridgeport National Bank, 3:28
Cambridgeport Proprietors, 3:18, 22
Cambridgeport Savings Bank, 2:111; 3:28, 108 (270)
Cambridge Preserving Co., 3:28
Cambridge Proprietors of Common Lands, 4:39, 45, 46, 53; 5:125; land division, 5:7 (8), 9 (10), 11, 15
Cambridge Railroad Co., 2:22; 3:27; 5:42
Cambridge Railroad Station, 5:139-140 (273-274), 163, 165
Cambridge Railway Stables, 3:29
Cambridge Real Estate Trust, 2:95
Cambridge Redevelopment Authority, 3:90
Cambridge Reservoir, 5:26, 27 (32)
Cambridge Rocks, 5:12, 13
Cambridge Sanitorium, 5:132 (256)-133
Cambridge Savings Bank, 4:37
Cambridge School of Architecture, 4:144
Cambridge Social Union, 4:25
Cambridge Stage Co., 5:42
Cambridge Street, 1:88, 93-94; 2:60, 112; 3:27; history, 1:40, 41, 42; 2:11, 22, 27, 102-103; 3:17; 5:29
Cambridge Terrace, 5:44, 77, 175 (363)
Cambridge Thermionic (Cambion Corp.), 5:155, 157
Cambridge Tribune, 3:12
Cambridge Trust Co., 4:38
Cambridge Village, 1:10; 4:18
Cambridge-Watertown Highway, 5:134
Cambridge Water Works, 5:25-27; Water Filtration Plant, 5:133 (257)
Camden Place, 4:61
Camelia Avenue, 2:27, 112
Cameron Avenue, 5:22, 74, 172
Camp Avenue, 5:22
Camp Cameron, 5:22, 152
Camp Day, 5:22
Canal Street, 2:103; 3:17
Canal system, 1:11, 13, 42, 62-65; 3:17, 18, 19, 32, 113, 119
Cantabrigia, The, 3:45 (53)
Caproni Associates, 5:156 (323)
Captain's Island, 3:15, 19, 33, 102 (247), 148
Carey, Graham: house, 4:124
Carey house, 4:117, 118 (243-246)
Carpenter estate, 4:65
Carpentry and Woodworking, 2:90
Carter's Ink Co., 3:117 (299)
Carver Street, 2:32
Cattle market, 5:20-21, 30, 42, 125, 137, 144, 153, 161
Cedar Street, 5:9, 13, 78
Cemeteries, 4:69-72; Catholic Cemetery, 5:9, 52-53, 172 (355); Mount Auburn, 4:11, 23, 68, 69-72; 5:46, 47, 136, 139; Roxbury, Ma., 4:69
  See also Burying Grounds
Central Massachusetts Railroad, 5:33, 138
Central Plaza, 3:108, 109 (274)
Central Square: architectural character, 3:34, 98, 108, 148; 4:27; Building, 3:108, 109 (273); history, 2:22, 24, 35, 101, 102; 3:17, 19, 33, 78; 4:26
Centre Street, 2:112
Century Bank, 5:144 (287)
Chadwick, Samuel: house, 5:90
Chamberlin, John: house, 4:56 (63), 90
Champlain, Samuel, 5:5
Channing Circle, 4:128
Channing Street, 4:62
Chaplin, James, 3:28
Chapman, E. A.: house, 4:43, 58, 92 (154)
Charles River, 1:10, 12, 62; 3:19, 102; 4:15, 27; Dam, 1:10, 12, 13; 2:102; 3:33; 4:21, 59; history, 3:22; 5:5-6, 8; landfill, 3:123; 4:26, 44; tidal basin, 3:15, 32 (24), 33; 4:26, 44, 187; transportation, 3:28, 113, 114
Charles River Embankment Co., 1:12; 3:31-33
Charles River Parkway, 4:166
Charles River Road, 4:59
Charles Street, 1:95
Charlesbank Trust Co., 3:109
Charlestown, 1:39; 2:28; 4:16, 17 (4); 5:8, 11, 12
Charlestown-Boston Ferry, 1:39
Charlestown Branch Railroad, 2:22; 5:24, 28, 33, 39, 50, 162
Charlestown-Watertown Path, 5:6, 9
Charrette store, 5:141, 145, 165
Chatham Street, 2:99
Chauncy Lane, 4:48, 132 (293)
Chauncy Street, 4:48
Cherry Street, 3:18, 145
Chester Street, 5:169
Chestnut Street, 3:25
Chevron station, 5:148 (301)
Childs family: house, 5:66
Chilton Street, 5:50, 174
Chippendale ornament, 2:80
Church, Garrett: house, 5:12
Church Street, 4:23, 43
Churches, 1:28-29, 47-50; 2:35-40, 41, 42, 45, 46, 106, 110; 3:77-90; 4:29, 134-141; 5:119-125, 163; chapels, 3:82-84; styles of, 1:17, 19, 28; 2:36, 42. *See also* Church buildings, Meeting houses.
CHURCH BUILDINGS
  African Methodist Episcopal Church, 5:171
  Allen Street Congregation Society, 5:121
  Armenian Holy Trinity Church: office, 4:125, 126 (271)
  Baptists, 2:37; Baptist Church, 1:48 (83)-49; 2:31
  Baptist Sunday School Chapel, 3:82, 83 (184)
  Beth Israel Synagogue, 3:90 (206)
  Blessed Sacrament Church, 3:88 (201)
  Broadway Baptist Church, 3:87 (199-200), 143 (375)
  Charles River Baptist Church, 3:82, 83 (185), 86, 87 (197)
  Charles Street Universalist Meeting House, 1:48
  Christ Church, 1:19 (18-19), 47; 4:20, 21, 39-40, 134, 135-136 (301), 154; Rectory, 1:23 (29); 2:15; 4:62, 91
  Christian Mission Holiness Church, 3:100 (239)
  Christian Science Church, 4:139 (309)
  Church of the Ascension, 1:48
  Church of the Immaculate Conception, 3:141 (370); 5:10
  Church of the Nazarene, 5:124
  Church of the New Jerusalem, 2:45 (61), 110; 4:193 (403)
  Church of Scotland, 3:84
  Congregational Church, 2:15; Meeting House, 1:19
  Cornerstone Baptist Church, 5:119-120 (222), 121 (223-224), 163, 167
  Cowley Fathers' Chapel, 1:35
  Episcopal Church, 1:48; 4:62
  Epworth Methodist Episcopal Church, 2:42 (50)
  Evangelical Church, 1:49
  Faith Lutheran Church, 3:89 (205)

First Armenian Evangelical Church, 5:122 (225), 165
First Baptist Church, 3:78-79 (172-176), 81-82 (182), 84, 85-86 (191-195), 148
First Cambridgeport Church, 3:77-79 (170)
First Church, 2:63 (108)
First Church, Congregational, 4:137 (304)
First Church (Unitarian), 3:80
First Evangelical Congregational Society, 2:38, 3:80
First Holiness Church of the Apostolic Faith, 3:84
First Parish Church, 1:28, 29 (49); 2:17; 3:77; 4:96, 135, 136 (302)-137; 5:88
First Reformed Presbyterian Church, 2:45 (60), 110
First United Presbyterian Church, 2:45, 110
First Universalist Church, 2:110; 3:19 (14)
Friends Center, 4:57, 140 (313)
Grace Methodist Church, 3:71 (147C), 86 (196)
Greek Orthodox Church of Sts. Constantine and Helen, 3:90 (208)
Harvard-Epworth Methodist Church, 2:110
Harvard Street Church, 2:45 (62)
Harvard Street Lutheran Church, 2:110
Harvard Street Methodist Episcopal Church, 3:81 (181)
Heard's Chapel, 5:124 (233), 125, 171
Holden Chapel, 4:33, 152 (332), 154
Holmes Chapel, 2:110
Holy Cross Polish National Catholic Church, 1:47 (81)-48 (82)
Holy Trinity Armenian Church, 4:57, 141
Immaculate Conception Church, 3:88-89 (203); 5:124 (231); and Convent, 5:173
Immanuel Baptist Church, 3:82, 86, 87 (197), 149
Kingdom Hall, 5:125
Latter Day Saints Church, 4:140
Lee Street Unitarian Church, 2:110
Lee Street United Church, 2:56
Methodist Church, 1:48; Religious Society, 1:47
Metropolitan Baptist Covenant Church, 5:124 (232)-125
North Avenue Congregational Church, 2:37 (37-39), 39, 56, 109, 110; 5:143 (283), 162
North Avenue Sabbath School, 5:119
North Cambridge Baptist Church, 5:41, 119-120 (221-222), 162
North Cambridge Community Church, 5:125
Notre Dame de Pitie Church, 5:53, 123 (229-230)-124, 172
Old Cambridge Baptist Church, 2:39-40 (42-46), 42, 103, 110; 3:81, 82; 4:92
Old Cambridge Methodist Episcopal Church, 2:110
Pilgrim Congregational Church, 3:84-85 (190), 87
Portuguese Baptist Mission Church, 2:110
Prospect Congregational Church, 2:35, 36, 38-39 (40-41), 110; 3:80 (179-180), 83
Prospect Street Church, 2:39, 109
Prospect Street Congregational Church, 1:28-29 (52)
Sacred Heart Church, 1:49, 50 (87-88), 96; 3:97
St. Anthony's Church, 3:89 (204)
St. Augustine's African Orthodox Church, 3:84 (189)
St. Bartholomew's Episcopal Church, 3:81 (181), 84
St. Francis of Assisi Roman Catholic Church, 1:48 (83)-49
St. Hedwig's Polish Catholic Church, 1:49 (86)
St. James Chapel, 5:144
St. James Church, 5:15, 134, 135 (261), 161, 163, 165 (339)
St. James Episcopal Church, 5:121-122 (226); Chapel, 5:125
St. John's Chapel, 4:138-139 (306-307)
St. John's Church, 4:139-140 (311); 5:122 (227)-123
St. John's Roman Catholic Church, 1:49 (84), 93
St. Luke's Reformed Episcopal Church, 2:110
St. Mary and John Monastery: Chapel, 1:29 (53)-30
St. Mary's of the Annunciation Church, 3:82 (183); Rectory, 3:64
St. Patrick's Church, 3:88 (202)
St. Paul's Church, 4:42, 87, 137 (303), 138 (305)
St. Peter's Church, 4:138; 5:48 (65), 51-52, 122
St. Peter's Episcopal Church, 3:83-84 (187-188)
St. Phillip's Church, 3:84 (189)
Second Baptist Church, 1:48 (83)-49
Second Evangelical Congregational Church, 2:110
Second Universalist Society, 1:49 (85)
Shepard Congregational Society, 4:41, 137 (303)
Springfield, Ma.: Church of the Unity, 2:39-40; 3:81
Stearns Chapel, 3:83 (186), 84
Story Chapel, 4:71-72
Swedish Evangelical Church, 5:124
Synagogues, 3:90
Syrian Orthodox Catholic Church of St. Mary, 2:36 (36), 110; 3:79 (177)
Temple Ashkenaz, 3:90 (207)
Third Congregational Society (Unitarian), 1:47; 2:45
Third Universalist Church, 5:120-121, 122 (225), 163, 165
Trinity Methodist Church, 1:47
Unitarian Church, 1:47 (81)-48; 3:79-80 (178); 4:62; 5:20 (19), 162, 169
Universalist Church, 2:36-37 (34-36); 3:79 (177); 5:163 (335)
University Lutheran Church, 4:141 (314)
Wood Memorial Church, 3:87 (198)
Churchill Avenue, 5:3, 9, 10, 13, 15, 153, 173
Church's Pond, 5:17
Cities Service Co., 5:149
City Building, 4:141-142 (317)
City Hall, 1:29; 2:35, 42, 43 (55), 111; 3:26 (19), 98-99 (234-236); Annex, 2:41 (48), 95, 103, 110; 3:92; site, 2:13, 70
City Home for the Aged and Infirm, 5:132 (255), 179, 180
City Stable, 5:133 (258-269)
Civic Center, 5:163
Civic and public architecture, 1:19, 54-56; 2:35-47, 95, 103, 111; 3:98-104; 4:26, 134-147; 5:86, 119-133. *See also* Middlesex County buildings
Civil War: effect of, 1:42; 4:23, 107, 5:22, 5:29, 172
Clarendon Avenue, 5:44, 173
Clark, Alvan: telescope factory, 3:28
Clark Street, 3:18
Clarke, Henry M., 2:32
Claypits, 5:14, 172
Clay Street, 5:53, 171
Clement Circle, 4:64 (79)
Cleveland Street, 2:112
Clifton Street, 5:53, 81, 171
Climax Paper Box Co., 5:155
Clinton Street, 2:24, 112
Club and organization buildings, 5:129
Coffin, W. E., 3:31
Cofran, Samuel: brickyards, 5:28, 29-30, 31, 129; Cofran and Blake, 5:28, 30; Cofran and Sands, 5:49
Cogswell Avenue, 5:41, 42, 43, 170
Colburn, Thomas: slaughterhouse, 5:46
Colburn house, 2:56, 58 (97)
College Wharf, 1:62
Colonial Beacon Oil station, 5:148; Colonial station, 5:147 (298)
Colonial Club, 4:26
Colonial Engineering, 5:156 (324)
Color: use of, 2:80, 3:98
Columbia Street, 3:18, 141, 142, 146
Columbia Terrace, 3:42 (46)
Columbian Exposition of 1893, 1:33; 3:128
Columbus Avenue, 5:43, 173
Commercial Avenue, 1:65
Commercial buildings, 2:39, 102, 111; 3:105-112; 4:44; 5:134-150
Common, 2:109; 3:25; 4:23, 25, 39-40 (33-37), 73; 5:v. *See also* Cow Common, Little Common, Lower Common
Commonwealth Park, 4:44
Conant, James B., 4:188-190
Concord, Ma., 1:16; 5:10
Concord Avenue: architecture, 5:26, 74, 78, 107, 175; history, 4:53, 5:4, 35, 48, 49, 50, 51-52, 54, 155, 174, 179
Concord Highway, 5:10, 17, 18, 20, 140, 161
Concord Turnpike, 2:102; 4:21, 53; 5:17, 48, 64, 179
Connor, Maurice: house, 4:90
Construction methods: balloon frame, 5:94, 99-100; colonial, 5:58-59, 60; concrete, 1:61; 3:117, 118-119, 120, 121; 5:109-110, 155; eighteenth century, 4:83; fireproof, 3:116, 117, 124; industrial buildings, 5:154-155; International style, 5:112; nineteenth century, 2:60; 5:65, 68, 74, 85; prefabricated, 5:114; Ranch style, 5:115, 116; walls, 1:75
Continental Can Co., 5:156 (321)
Cook, John B.: house, 5:90
Cook, Phillip: land, 5:12
Cook, Samuel: Cook-Learned house, 5:64 (81); land, 5:12, 44
Cook, Samuel, Jr.: house, 5:15
Cook, William: house, 4:109-110 (214-218)
Coolidge, John, 4:161; 5:12
Coolidge, Joshua: estate, 4:67
Coolidge, Josiah, 4:23; estate, 4:69; house, 4:67, 90, 92
Coolidge, Moses: farm, 5:14
Coolidge, Nathan: estate, 5:14
Coolidge, T. Jefferson, 4:173
Coolidge estate, 4:68, 72; 5:49
Coolidge Hill, 4:26, 54, 68-69
Cooper, John, 2:15
Cooper, Jonathan: Cooper-Davenport (Pigeon) Tavern, 5:17, 134-135 (261), 161, 163; house, 5:15, 134
Cooper, Samuel: Cooper-Frost-Austin house, 1:16, 17 (9); 2:15; 4:50, 73-75 (94-99), 83, 86, 150; 5:59, 60; estate, 4:50 (51), 51, 113
Cooper, Walter: house, 4:73
Cooper's Corner, 5:15, 16
Copley Street, 5:30
Corcoran Park, 5:17, 58
Corning Glass Co., 1:14
Cottage Park Avenue, 5:15, 44, 173
Cottage Street, 3:151; 5:40, 88
"Country Club" subdivision, 5:55
Country Highway, 5:13, 21
Court Houses, 1:45, 51-52 (90-91), 53, 54, 95; 3:25; 4:33 (15), 141 (315). *See also* Middlesex County buildings
Coveney, Mrs. Catherine, 1:89
Cow Common, 5:13
Cox, George Howland, 5:27
Cox, Matthew: farm, 5:15
Cox, Samuel: house, 5:15
Cox, Walter: estate, 5:16, 53, 131; house, 5:15
Cox-Hicks house, 4:90
Crackbone house, 2:15
Craigie, Andrew, 1:22, 39-40, 43; 2:102; 4:21, 61; 5:37; estate, 1:12; 4:54, 60; house, 4:80, 118, 5:17; inventory of 1820, 4:19
Craigie Street, 4:62, 63
Crane, Edward: house, 5:114 (209-210)
Crawford Street, 2:105
Creek Lane, 1:62; 4:55
Creely, Hugh: brickyard, 5:28, 29, 31
Creighton Street, 5:42, 74
Crescent Street, 2:32, 115; 5:43
Crooked Street, 4:23, 41
Cross Canal, 1:62, 63 (123), 64, 65; 3:27
Crowley, Daniel, 5:52
Crystalonics, 5:157, 158 (327)
Cuneo Press, 3:117 (298)
Cushing, J. P.: estate, 5:26-27
Cushing Street, 5:9, 46, 47, 71, 176
Cypress Street, 5:44

Dale Street, 5:50
Dana, Charles: brickyards, 5:28-29, 30
Dana, Edmund Trowbridge, 2:25, 26; 3:25, 98
Dana, Elizabeth Ellery, 2:25, 26
Dana, Judge Francis, 1:39, 62; 2:24, 25, 103; 3:15, 17, 19, 91, 106, 152; house, 2:13 (5); 4:82 (126)
Dana, Martha Remington, 2:25, 26; 3:25
Dana, Richard, 2:13
Dana, Richard Henry, 2:25, 26; house, 4:98
Dana, Richard Henry, Jr., 3:91, 97
Dana, Sara Ann, 2:26
Dana, Sarah, 3:25
Dana, William P., 2:25
Dana estate, 2:23, 24-26, 32, 57; 3:18, 25; 5:37
Dana Hill: architecture, 1:85; 2:99, 103, 104-106, 112-114; 3:143; 4:27; 5:86, 121; history, 1:43, 2:11, 13, 17, 23-27, 31, 32-33, 50, 61, 108; 3:15, 16, 17, 19; 4:16, 25, 41; 5:10; maps, 2:26-27 (21-23), 2:49
Dana-Palmer house, 2:25-26 (19), 28, 57, 105, 113; 3:47; 4:21, 155, 164, 166, 189
Dana Pine Grove: site, 3:150
Dana Square, 3:25, 148
Dana Street, 2:11, 23, 25, 33 (33), 105, 109, 112; 4:16
Danforth, Judge Samuel, 4:41
Danforth, Thomas, 2:14, 28; 5:12; house, 2:102
Daniel Burns Housing, 5:21, 83 (129), 153, 173
Davenport, Charles, 3:27, 31-32, 33; carriage company, 1:60 (116-118); 3:22, 113-115 (288-291); 5:21; house, 2:54
Davenport, John, 5:134, 135; nursery, 5:152; tavern, 5:16 (15), 17, 20, 121, 162 (331)
Davenport, Rufus, 1:62, 63, 64-65; 3:18, 19, 32
Davenport land, 5:136
Davis, Charles Henry: house, 2:63
Davis, Curtis, 3:22, 27
Davis, Eliphalet, 3:22
Davis, Isaac, 3:22
Davis, John, 4:52; house, 4:51
Davis and Taylor, 5:49
Dawes, William, 5:v, 15, 134, 161
Day estate, 5:42
Day Street, 5:42, 169
Deane, Ezra: house, 2:54 (83); 4:146
Deed restrictions, 2:23, 25, 29, 30, 32, 57, 105, 107; 3:18, 32; 4:54; 5:10, 46, 47; of subdivisions, 5:38-39, 41, 42, 43
Delphic Club, 4:42
Dennet, William, 5:46
DeRosay, Louis, 5:53; brickyards, 5:31, 32
Designers. *See* Architects, Builders and Designers
Design Research (DR) building, 4:55 (61), 59
Developers. *See* Speculative building
Dewey and Almy Chemical Co., 5:35, 158 (328)-159 (329), 180
Dexter mansion, 4:50
Dickinson, Alexander, 3:28, 49

Dickinson Soap Works, 3:27
Dickson, Edward: farm, 5:15
Dickson, Henry: Dickson-Fitch house, 5:15, 64 (82)
DiMeo Associates, 5:81 (125)
Dincauze, Dena F., 5:5
Dinsmore's Planing Mill, 3:29
Divinity Avenue, 2:29; 4:179
Dixwell house, 4:54, 102
Dock Square, 3:28
Dodge, Edward: house, 4:123 (263)
Dodge, Theodore A., 3:113
Donnell Street, 5:52, 71, 167, 174
Donnelly Field, 3:31, 88, 141 (371)
Donnison, Catherine: house, 4:98
Dorr, Cornelius, 5:43
Dougherty, Manassas, 4:63
Douglass, Royal, 3:22; store block, 3:106
Dover Stamping Co., 3:28, 29
Dover Street, 5:9, 41, 42
Dowse, Thomas: house, 3:106 (261-262)
Doyle, William E., 2:113
Drake's *Historic Mansions and Highways,* 2:17
Dresser estate, 4:54
Drowne, Shem, 4:137
Dublin Street, 5:49, 53; brickyards, 5:30, 43, 52 (68), 97; neighborhood, 5:37, 50, 53, 72, 170, 171-172
Dudley, Thomas, 2:13; 4:31
Dudley Street, 5:43, 53, 78, 137
Dump, City: site, 5:32
Dunstable Road, 4:65
Dunster Street, 4:23, 32, 41

East Cambridge: architecture, 1:23, 25, 45-97; 2:76; 3:51; 4:95; 5:72, 86; character, 1:45, 76, 92-97; 2:8, 35, 104; economic development, 1:40-43; 2:76, 101, 102; history, 1:10-15, 39-43, 45; 2:17, 27; 3:25, 26, 4:21; industry, 1:13, 14; 2:22, 33; 3:19, 29; 4:25; maps, 1:61 (119), 71; non-residential architecture, 1:47-65; recent growth, 3:34; 4:27; residential architecture, 1:46, 66-89; topography, 1:45
East Cambridge Land Co., 1:63, 64, 65
East Cambridge Savings Bank, 1:57 (108-109); Inman Square Branch, 3:109 (277)
East Village, 5:47
Easter, Robert, 5:22
Eastern States fertilizer plant: site, 5:12
Edson, Sylvester, 5:20, 136
"Eight Block Place," 3:18-19
Eighth Street, 1:96
Electronic Image Systems, 3:122
Eliot, Charles William, 2:30, 4:37, 85, 155, 156, 161-176, 182, 186, 199-200
Eliot, Samuel, 2:28
Eliot, Samuel A., 2:28; house, 4:66
Eliot Square, 4:44
Eliot Street, 1:62; 4:43
Ellery Street, 2:25, 27, 59 (98), 109, 112
Ellis, George, 4:162
Ellsworth Avenue, 2:112
Elm Street, 3:55, 141; 5:42, 161, 169
Elmwood Avenue, 4:16, 57; 5:6, 9, 14, 22
Elmwood house, 1:20, 21 (23, 25, 27), 34 (66); 4:62, 66, 81, 82, 85 (134), 86, 119; 5:63; and estate, 4:66 (86), 67, 69; 5:174
Emerson, Ralph Waldo, 4:144
Episcopal Theological School, 1:29 (50); 2:95; 4:25, 56, 62, 95-96, 97, 109, 110 (219), 131, 138-139 (306-308)
E. and R. Laundry, 3:138 (366)
Erie Street, 3:151
Esplanade, 1:12
Essex Street, 3:145 (382)
Eustis, William: house, 2:31, 32
Everett Street, 2:115
Exeter Park, 2:115

Factory buildings, 1:46, 59-61; 3:118, 121.
Fainwood Circle, 2:93
Fair Oak Avenue, 5:22
Fairfield Street, 5:43, 170
Fairmont Avenue, 3:150
Fairmont Street, 3:150 (393)
Fall River, Ma. : three-deckers, 5:76
Faneuil house, 4:19
Farrar, John: house, 2:28, 29 (29)
Farrar Street, 2:30, 114
Farwell, Levi, 3:28; house, 4:90
Farwell Chambers, 3:44, 45 (55)
Farwell Place, 4:75, 84, 86, 143
Farwell's General Store, 4:34-35 (19-20)
Fawcett, R. J., 5:35
Fawcett Street, 5:25, 180
Fay, Samuel, 3:19, 28
Fay, Samuel P. P.: estate, 2:105
Fayerweather, Thomas: estate, 4:64, 66 (85); 5:25, 49; house, 1:20; 2:98; 4:66, 82, 144
Fayerweather Street, 4:66; 5:9, 74, 174
Fayette Park, 2:92 (209), 95
Fayette Street, 2:27, 66, 105, 112
Federal Savings and Loan Association, 4:44
Felton Street, 2:27, 112
Fenestration. *See* Windows
Fenno Street, 5:49, 175
Fenway Park, 2:30
Fern Street, 5:50
Fessenden, Nicholas: estate, 5:12
Field Street, 5:11, 30
Fifth Street, 1:95 (213)
Fire stations, 2:31, 46; 3:100-101; 4:141, 142; 5:163; Central, 2:111; Inman Square, 2:44 (59), 211; 3:142; Lafayette Square, 3:91, 101 (242);North Cambridge, 5:130 (247-248), 169; Portland Street, 3:101 (240); River Street, 3:101 (241); Taylor (Wyeth) Square, 5:108, 130 (249-250), 167, 175; Third Street, 1:54 (99)
Fireplaces, 2:88, 90
First National Bank of Cambridge, 3:28
First National supermarket, 5:143
First Street, 1:12, 65
Fischer, Ferdinand, 5:21
Fischer tannery, 5:153 (316)
Fish weir, 5:15, 173
Fisk, William, 1:64, 65
Fitchburg Railroad, 2:22, 32; 3:26; 4:23; 5:18, 20, 33 (42), 39, 51, 137, 138, 139, 162
Fitzgerald, John, 5:22
Fitzgerald, R. J. and S. D. Mitchell, 3:101 (243)
Fitzpatrick, Matthew, 5:53
Flats, 1:68-69, 87
Flentje, Ernest: house, 2:87
Foch Street, 5:44
Follen, Charles, 4:47
Follen Street, 4:47 (45)
Forbes Plaza, 4:38
Ford Motor Co., 3:122 (315)
Forest Street, 2:32, 115
Fort No. 1, 3:16; Fort No. 2, 3:16
Fort Putnam, 1:50
Fort Washington, 3:16, 17 (11), 150 (394); 5:v
Foss, Alden H., 3:119
Foster, Edward: brickyards, 5:28, 30, 31
Foster, George, 4:61
Foster, Samuel, 4:60
Foster, Thomas, 1:55, 2:26
Foster estate, 1:40
Foster Street, 4:29, 60
Fountain Terrace, 5:176 (364)
4-M Petroleum Corp. station, 5:149 (303)
Fox Club, 4:42
Foxcroft, Francis, 2:14, 102
Foxcroft, John, 2:17, 27, 32; 4:20 (5)
Foxcroft family, 4:19; estate, 2:22, 26, 27, 28; 4:156, 167 (359), 168, 174; house, 2:28, 29 (28), 102; 4:20
Fourth Street, 1:94, 95
Francis Avenue, 2:30, 114
Francis Place, 5:53
Frank Street, 5:22
Franklin Street, 3:17, 151, 152
Frazier and Whittemore soapworks, 3:27
French Canadians, 5:53, 78, 123, 127
Fresh Pond, 4:64, 5:2 (5), 6, 8, 14, 17, 46, 48, 135, 181 (374); area, 5:9, 10, 12, 13, 37, 54, 107, 176, 177, 180 (373); ice industry, 5:20, 23-25, 33, 47, 151; land ownership, 5:13-14 (13); Meadows, 5:33, 179; moraine, 5:4, 14; Reservation, 5:55, 114, 115; water system, 5:25, 26 (30), 27
Fresh Pond Farm, 5:13, 14, 17, 23, 58, 71
Fresh Pond Lane, 4:67
Fresh Pond Offices, 5:145
Fresh Pond Parkway, 4:67, 68; 5:4, 36, 74
Fresh Pond Shopping Center, 5:36, 143 (285), 145, 158
Fresh Pond Station, 5:139 (270)
Friendly Ice Cream Corp., 5:149
Frisbie, Levi: Frisbie-Peabody house, 2:28, 29 (27)
Front Street, 1:62
Frost, Ebenezer, 2:15; estate, 2:32
Frost, Edmund, 2:14; land, 4:17; 5:11, 12
Frost, Elizabeth: houses, 4:49, 90
Frost, Gideon, 2:14, 15, 29, 32; 4:50 (51), 84; house, 4:86
Frost, Walter, 1:64; 2:15; house, 2:32
Frost, William, 2:32
Frost family, 2:15; estate, 1:12; 2:14, 15, 28, 29; 4:52; house, 2:15 (8), 102, 107
Frost Street, 2:32, 107, 109, 115
Fuller, Margaret: house, 1:23 (32); 3:48 (64-67), 145, 155; 4:51
Fuller, Robert: house, 1:28 (45)

Gage, Addison, 5:24
Gage, Thomas, 5:16
Gale Lumber Co., 5:47 (63), 108
Gallows Hill, 5:15
Gambrel roofs, 2:86-87, 92
Gannett, Caleb: house, 4:160
Garages, automobile, 5:110
Garden Court, 5:52, 79, 80 (120)
Garden Street, 4:16, 53, 54; 5:4, 9, 11, 14, 37, 50, 51, 117, 175; brickyards, 5:28, 29-30, 31, 49
Garden Street Trust, 4:54
Garden Terrace, 4:54
Gardner, Isaac, 5:16
Garfield Street, 2:33, 80, 82, 107, 109, 115
Garrett, Wendell, 4:21
Gas Light Co. Building, 3:108 (271)
Gas stations, 5:146-149
Gasometer (Munroe Street), 3:127 (327)
Gates, William, 4:52
Gay farm, 5:55
General Latex and Chemical Corp., 3:115
Geometrics, Inc., 4:131
George Street, 5:171
Gerry, Elbridge, 4:21, 66; estate, 4:67, 69
Gerry Street, 4:58 (66), 59
Gerry's Landing, 4:16, 69
Getchell, Moses: house, 5:90 (140)
Gibbons, Jothan, 5:6 (7)
Gibbs gas station, 5:149 (303)
Gilman, Arthur, 3:12, 113, 117; 4:199-200
Ginn and Co., 3:117
Glacial age, 5:3, 4, 5, 178
Glacialis pond, 5:25, 33, 35
Gladstone Street, 5:44
Goddard, Charles: house, 5:87
Goddard, Nathaniel, 5:15
Goddard estate, 5:17, 40
Goddard Lot: brickyard, 5:28
Godding, Jonathan Coolidge: farm, 5:14
Goepper, William, 1:89
Goffe, Edward, 2:13; 4:18; estate, 2:26; house, 4:149
Gold Coast, 4:41-43, 183
Gold Star Road, 5:44, 74, 172, 173 (356)
Goldie Street, 5:54
Goldthwait, John, 3:31
Golf course, municipal, 5:177 (368), 180
Goodman Road, 2:99, 105
Gookin, Daniel: house, 4:20, 42, 87
Gordon Linen, 5:47
Gore, Christopher, 1:40; 4:157; house, 1:22 (28)
Gore Street, 1:39, 41, 94, 96
Gorham Street, 2:32, 115
Gould, Frederick: house, 2:33
Gould, Henry, 5:44
Gove, Jonathan, 5:13; house, 5:15, 136
Grace and Co., W. R., 5:21, 158 (328), 159 (329), 173, 180
Gracewood Park, 4:128
Grand Junction Railroad and Depot Co., 1:11, 42, 63, 65; 3:27, 114
Granite: use of, 1:23
Grant, Christopher: estate, 5:12
Grant Building, 2:111; 3:107 (268)
Grant Street, 3:153
Granville Avenue, 5:50
Granville Road, 5:78
Granville Street, 5:174
Graves, Thomas: house, 1:16, 39
Graves Neck, 1:39
Gray, Asa: house, 4:54, 88 (140-142), 90
Gray, John Chipman, 4:11, 21; estate, 1:35; house, 4:68
Gray, William: house, 4:21, 67, 88, 90
Gray and Davis Co., 3:122 (313)
Gray Gardens East, 4:51, 54 (59)
Gray Gardens West, 4:54 (60)
Gray Street, 4:49
Great Road, 5:15, 16, 60
Great Swamp, 1:62; 5:4, 11, 12, 16, 17, 18, 27, 29, 48, 179
Green, Bartholomew: house, 5:58
Green, James D., 1:48
Green, Samuel: estate, 5:9
Green Street, 3:151
Greenhouses, 5:151-152
Greenleaf, Mary Longfellow, 5:121
Greenough, Horatio, 2:63; 4:100, 170
Greenough, Richard Saltonstall, 2:63
Griswold Land Co., 5:54
Griswold Street, 5:54
Grove Street, 5:12, 47, 116, 177 (367-368)
Grozier estate, 4:62, 139
Grozier Road, 5:49
Gulf station, 5:147 (297)

Hadley, David, 5:21
Hadley Street, 5:43
Hale's Map, 1:63, 72, 90-91 (207), 93, 94; 2:9, 18 (11), 19 (13), 26, 50; 3:19, 21 (16), 25, 53; 4:91; 5:17 (16)
Haley, Daniel: house, 5:63
Hall Tavern, 4:84, 86
HALLS, 1:55-57; 3:102-104
  Berean Hall, 1:49
  Brattle Hall, 4:25, 27, 142
  German Order of Harugari Lodge, 1:56
  Knights of Columbus building, 5:92 (147)

HALLS, continued
  Lyceum Hall, 4:34 (17-18)
  Masonic Hall, 2:111; 3:102, 103 (249)
  Odd Fellows building, 5:129, 141, 142 (278), 163, 165; **Hall,** 1:56 (104-105); 3:102-103 (250)
  Union Hall, 2:111
Hamilton Street, 3:25, 151
Hammond Street, 2:11, 32, 107 (233), 115
Hampshire Street, 2:22, 3:17, 18, 19; 5:17, 161
Hampshire Triangle, 3:22-25, 31, 140-142
Hancock, John: house, 4:81, 117
Hancock Park, 2:112
Hancock Place, 2:112
Hancock Street, 2:57, 105, 112-113
Hannum, L. M., 5:49
Hanscom Field, 3:36
Harding, Charles: house, 2:68 (127)
Harding estate, 2:105
Harding Street, 3:141
Harkness, Edward S., 4:182
Harlakenden, Roger, 3:15
Harriden and Howe omnibus yards, 5:152
Harrington Road, 5:53
Harrington Street, 5:171
Harris, Thaddeus W., 4:162
Harris Street, 2:32, 107
Hartford, Ct.: urban plan, 4:15
Harvard, John, 4:18, 153, 156
Harvard Bank, 3:28, 106
Harvard Block, 4:35-36 (23-25)
Harvard Botanic Garden, 4:53
Harvard Branch Railroad, 2:14; **station,** 2:22 (16), 30, 31; 4:160 (349A)
Harvard Cooperative Society, 3:139 (368); 4:27, 37, 38 (32), 38-39, 44
Harvard Riverside Associates, 4:187
Harvard Square, 4:27, 28-29, 38-39 (31-32), 44; 5:112-113; **history,** 1:16, 40; 2:22, 35, 101, 102; 3:22; 4:21, 23, 25, 31-39, 44; 5:10; **maps,** 4:28 (11), 33 (13-14); **public transport,** 4:24; 5:152
Harvard Street: architectural character, 2:8, 59 (101), 82, 100, 105, 113; 3:144; **history,** 2:22, 24, 33, 50, 61, 101, 103-104 (231); 3:17, 18, 19; 4:16
Harvard Towers, 2:100
Harvard Trust Co., 3:106, 108 (270); 4:37, 38 (31-32), 39; 5:144
Harvard University: architecture, 1:23, 34, 36-37; 2:46-47, 102; 4:149-199; 5:59; **and Cambridge,** 4:11, 29; **Center for the Study of World Religions,** 4:195; **Conant administration,** 4:188-190; **Divinity School,** 4:195; **dormitories,** 1:34; 2:107; 4:25, 26, 36-37, 38, 41-43, 154-155, 160, 161-163, 166, 167, 173, 182, 183, 197; **eighteenth century,** 150-154; **Eliot administration,** 161-176; **faculty housing,** 2:31; **Gold Coast,** 4:41-43, 183;**Graduate School of Design,** 4:130; 5:112, 113, 117, 177; **Harvard College,** 1:13, 16, 17, 29, 39, 40; 2:11, 17; **Harvard Yard,** 4:38, 155 (338), 161-166, 177, 178, 182, 187; **historic buildings,** 2:17, 31, 52, 108; 4:11, 32-33, 35-37, 62, 190; **history,** 2:22, 26, 30, 31; 4:18, 149-150; **housing program,** 3:153; **land acquisition,** 2:28, 33, 108; 3:15, 4:149 (328A), 151, 155 (337), 156, 166, 167 (359), 168, 176, 185, 186-187; 5:14; **landscaping,** 4:176; **Law School,** 2:15, 31, 51; 4:156-157, 172, 173, 174, 194; **Lowell administration,** 4:177-188; **maps,** 4:148, 162 (350-351); **Medical School,** 4:174, 175; **nineteenth century,** 2:29; 4:25, 54, 154-156, 156-160; **North Yard,** 4:167-176, 194; **Pusey administration,** 4:190-199; **South Yard,** 4:182, 183, 185-186, 188. *See also* **under building titles**

HARVARD UNIVERSITY: BUILDINGS
  Adams House, 4:185 (390)
  Aiken Computation Center, 4:189
  Allston Burr Lecture Hall, 2:63; 4:190 (399), 192
  Alumni Hall, 4:169 (361)
  Andover Hall, 4:175 (373)
  Andover-Harvard Library, 4:195 (407)
  Appleton Chapel, 1:34; 4:140, 156, 158, 159 (347)
  Austin Hall, 1:29 (51); 2:17, 43; 4:40, 160 (349C), 172-173 (368), 174, 194
  Bath, 4:156
  Bigelow Chapel, 4:71, 72 (93), 157; 5:24 (27)
  Biological Laboratories, 4:181-2 (382-383)
  Botanic Garden House, 4:88 (141)
  Boylston Hall, 4:158, 159-160 (348), 190
  Phillips Brooks House, 4:118, 165
  Busch-Reisinger Museum, 2:28; 4:179 (379)
  Carpenter Center for the Visual Arts, 1:37 (74); 2:47 (68); 4:190-191 (400)
  Claverly Hall, 4:42 (38)
  College House, 4:33 (16),35 (21-22), 37, 38, 166, 185
  Coolidge Laboratory, 4:175, 180
  Cruft Laboratory, 4:173
  Dane Hall, 4:34, 92, 156-157 (341), 162
  Divinity Hall, 2:29; 4:156 (340), 167, 182
  Dunster House, 4:152, 182, 183, 184
  Electron Accelerator, 4:194
  Eliot House, 1:62; 4:184 (388)
  Emerson Hall, 4:165
  Engineering Sciences Building, 2:47 (69); 4:194
  Faculty Club, 4:26, 179
  Fairfax Dormitory, 4:36 (26-27)
  Farlow Herbarium, 4:160, 175, 182
  Fogg Museum, 2:31, 65; 4:165, 179 (378), 186-187
  Gannett House, 2:15, 31, 51, 115; 4:172
  Gibbs Memorial Laboratory, 4:175
  Gordon McKay Laboratory, 4:189
  Gore Hall, 4:96, 157, 158 (342-344), 183, 184 (389), 185, 187
  Graduate Center, 1:36 (72); 2:15, 47 (67); 4:188-89 (397)
  Graduates Hall, 4:34, 35, 166
  Grays Hall, 4:160
  Gund Hall, 4:192-193 (402)
  Gutman Library, 4:56, 196 (408)
  Harvard Hall, 1:19, 4:32, 33, 149-150 (329-330), 153 (335), 154
  Harvard Union, 2:13, 26; 4:166
  Harvard-Yenching Institute, 4:180
  Hastings Hall, 4:173-174 (371)
  Hemenway Gymnasium, 4:115, 171 (367)-172, 174, 188
  Hoffman Laboratory, 4:195 (406)
  Holden Chapel, 4:33, 152 (332), 154
  Hollis Hall, 4:33, 152-153 (333), 183
  Holmes Field, 4:176
  Holworthy Hall, 1:23; 4:154-155
  Holyoke Center, 4:37, 38, 41, 43, 44, 191-192 (401)
  Holyoke House, 4:35, 36, 37 (29), 166
  Houghton Rare Book Library, 1:34; 4:189, 190
  Hunt Hall, 4:11, 165, 166 (358)
  Institute of Geographical Exploration, 4:180
  Jarvis Field, 2:31; 4:168, 176
  Jefferson Physical Laboratory, 4:173 (369)
  Johnston Gate, 4:166, 175
  Kirkland House, 4:182, 183 (387)
  Kittredge Hall, 4:175
  Lamont Library, 2:26; 4:189-190 (398)
  Langdell Hall, 4:174 (372), 181
  Larsen Hall, 4:40, 53 (57), 196 (409)
  Lawrence Hall, 1:28 (46); 4:98, 158, 159 (346)
  Lehman Hall, 4:37, 38, 178 (376)
  Leverett House, 4:184, 198 (412)
  Littauer Center, 2:37; 4:188 (396), 193
  Loeb Drama Center, 4:196
  Lowell House, 4:42-43, 185 (391)
  Lowell Lecture Hall, 2:14, 28; 4:174, 185
  McKinlock Hall, 4:183, 184
  Mallinckrodt Laboratory, 4:180-181 (381)
  Massachusetts Hall, 1:17, 18 (12); 4:32, 150-151 (330-331), 178
  Masters' houses, 4:85
  Mather House, 4:198, 199 (413)
  Matthews Hall, 4:109, 151-152, 162, 163 (354)
  Memorial Church, 4:140 (312), 177, 178
  Memorial Fence, 4:165-166
  Memorial Hall, 2:41 (49), 95, 102; 4:25, 109, 168-170 (360-362), 192, 193
  Morse House, 2:22 (16); 4:160 (349A)
  Mower Hall, 4:165, 183
  Museum of Comparative Zoology, 4:158, 175
  Newell Boat House, 4:166
  Nuclear Cyclotron building, 4:197
  Observatory, 2:26; 4:158 (325), 197; 5:48 (65)-49
  Paine Hall, 4:180 (380), 194
  Peabody (University) Museum, 4:167, 170-171 (363-365), 181, 182 (385), 195; 5:5
  Peabody Terrace, 1:37 (75); 3:36, 46 (61-62), 96, 152, 153, 199 (414)
  Perkin Building, 4:197 (410)
  Perkins Hall, 4:173, 174 (370)
  Pierce Hall, 4:173
  Pusey Library, 4:189
  Quincy House, 4:197-198 (411)
  Randall Hall, 4:175
  Robinson Hall, 4:165
  Rockefeller Hall, 4:195
  Rogers Hall, 4:160
  Roscoe Pound Building, 4:194 (405)
  Sanders Theater, 4:169
  Semitic Museum, 4:175
  Sever Hall, 1:29; 2:11, 42 (52), 64, 92; 4:111, 164-165 (356-357), 181 (384); 5:30 (38); **Sever Quadrangle,** 4:79
  Society Hall, 4:167
  Soldiers Field, 4:176
  Stadium, 4:166, 175
  Standish Hall, 4:183, 184
  Stoughton Hall (Old), 1:17; 4:32, 75, 149, 150 (330)
  Stoughton Hall, 4:154
  Straus Hall, 4:178 (376)
  Thayer Commons, 4:160, 162, 169
  Thayer Hall, 4:162-163 (352)
  Undergraduate Science Center, 4:193 (404)-194
  University Hall, 1:23 (30); 4:88, 155-156 (339)
  Varsity Club, 4:166
  Wadsworth, Benjamin: Wadsworth House, 1:17-18 (13-15), 20; 4:20, 30 (11B), 32, 33 (14), 77 (103-104), 81 (119), 86, 149, 151; 5:62, 64
  Weld Boat House, 4:186
  Weld Hall, 4:109, 162-163 (353)
  Widener Library, 4:177-178 (375)
  William James Hall, 2:47 (70), 102, 106; 4:193 (403), 194
  Winthrop House, 1:62; 4:184 (389)
  Woolcott Gibbs Laboratory, 4:180
Harvard University Press, 1:13; 4:25, 43, 58, 59 (67), 175
Harvey Radio, 5:157
Harvey Street, 5:4, 13, 171
Haskell Street, 5:44, 74
Hastings, Jonathan, Jr.: Hastings-Holmes house, 2:17 (10), 31, 102, 108; 4:20, 56, 81, 95-96 (169), 160 (349)
Hastings, Jonathan, Sr., 2:15; 4:88
Hastings, Seth: farm, 5:14
Hastings, Walter, 4:173; 5:12
Hastings estate, 4:67
Hastings Square, 3:25, 150-151 (395)
Hathaway Bakery, 5:141
Hawthorne Park, 5:174
Hawthorne Street, 4:58, 60; 5:49
Hayes, Daniel: house, 5:176
Haymarket, 3:19
Haynes, John: house, 4:32
Hayward, John: pasture, 5:12
Hayward Survey, 1:63
Hazel Street, 5:50
"Hazelwood" estate, 2:31
Healey Street, 4:63
Heating systems, 1:83; 4:94, 163; 5:69-71, 74
Heinz company, 3:28
Hemenway, Augustus, 4:171, 176, 187
Hemlock Road, 1:37; 4:64 (81)
Henderson, George, 5:22
Henderson, James, 5:22
Henderson, John, 5:22; **house,** 5:92, 93 (149)
Henderson, Robert, 5:21, 22; **house,** 5:92 (148), 93
Henderson Block, 5:169
Henderson Brothers Carriage Repository, 5:22 (23), 43, 92, 150 (308), 153-154 (317), 163, 167
Hews, Horace, 5:51, 53, 72; **pottery firm,** 5:28, 32, 73, 154 (318)
Higginson, Henry Lee, 4:166, 176
Higginson, Stephen: house, 2:28, 29 (26)
Higginson, Thomas Wentworth, 2:28
Highland Avenue, 2:27, 113
Highland Street, 4:66
Hill, Henry, 1:62
Hill estate, 4:54, 62; 5:49, 51
Hilliard Place, 4:59
Hillard Street, 4:59 (68), 143 (320)
Hincks, Edward, W., 5:49; **house,** 5:102 (171)
Hinderland, E.G., 5:54
Historic districts, 2:109; 5:iv; **Historic Districts Act,** 1:5, 97; 2:5
Historic American Buildings Survey, 1:46
Hittinger, Jacob: ice business, 5:24 (27), 25, 151
Hobbs Brook Reservoir, 5:26, 27 (32)
Hoffman, Philip, 5:21
Hoffman and Muller tannery, 5:153
Holden, Justinian: estate, 5:12
Holden, Samuel: estate, 5:13, 14
Holden, Mrs. Samuel, 4:152
Holden Green, 2:30-31, 106
Holden house, 5:58
Holden-Richardson farm, 5:55
Holden Street, 2:114
Holley, Patrick, 5:51
Hollis Street, 5:40, 170
Holly's Country Seats, 2:79
Holmes, Abiel, 2:17; 3:18; 4:137
Holmes, Oliver Wendell, 2:17
Holmes-*Chronicle* Block, 3:105 (259)
Holmes house, 4:172
Holmes Place, 4:39 (33-34), 160 (349), 172
Holmes and Ruggs Coal Yard, 3:29
Holworthy Street, 5:9, 46, 47, 176
Holy Ghost Hospital, 2:27, 44 (58), 103, 111
Holyoke Street, 4:23, 41
Homer Avenue, 5:46, 47, 81, 176 (366), 177
Homestead Donuts Coffee Shop, 5:149
Hooper, Edward W., 4:11, 66; **house,** 4:117
Homestead Donuts Coffee Shop, 5:149
Hooker, Thomas; 4:16, 18
Hooper, Edward W., 4:11, 66; **house,** 4:117
Hooper, Richard: estate, 5:12; **Hooper-Lee-Nichols house,** 1:16, 17, 20, 22; 4:75
Hopkins, Edward, 3:97
Horsford, Eben, 4:69
Hospitals, 5:132-133; **City Hospital,** 2:27, 35, 103, 111; **Holy Ghost,** 2:27, 44 (58), 103, 111; **Mt. Auburn,** 4:29, 62, 147 (327-328); **Sancta Maria,** 5:133

HOTELS, 5:79, 135-137
  Brattle Inn, 4:105 (199)
  Cambridge House Motor Hotel, 2:111
  Cambridge Market Hotel, 5:86, 135, 161
  Cattle Market Hotel, 5:136-137
  Continental Hotel, 4:48 (46)
  Edson's Hotel, 5:165
  Elm House Hotel, 5:43, 137
  Fenway Cambridge Motor Hotel, 3:112 (286)
  Fresh Pond Hotel, 5:17, 24 (27), 66, 79, 135-136 (263-264), 167, 174, 180
  Holiday Inn, 2:111
  Hotel Franklin, 3:44 (52)
  Porter's Hotel, 5:v (A), 20 (19), 24, 50, 79, 86, 134 (260), 136-137 (265-266), 144, 161, 162 (331), 163, 164
  Race Course Hotel, 5:79
  Red Lion Inn, 4:47
  Trotting Park Hotel, 5:53, 137
  Willard Hotel, 4:34 (19)
Hough, Atherton, 4:18; house, 1:39
Houghton, Henry O., 3:95, 98, 115; and Co. Printers, 3:28; house, 3:97
Houghton, Mifflin, 3:117
House of Correction: office, 1:53 (95), 54
House types and plans. *See* Residential architecture
Hovey, Charles N. and Phineas H.: nursery, 2:27
Hovey, Ebenezer, 3:22
Hovey, Josiah, 3:17
Hovey Avenue, 2:27
Hovey's Tavern, 3:17, 18, 19 (14), 111 (281)
Howard Johnson restaurants, 5:149
Howard Street, 3:152
Howe, Avery, 3:22
Howe, Estes, 1:65; 5:25
Howells, William Dean, 4:54
Hoyt Field, 3:152-153 (399)
Hubbard, Gardiner, 4:68; 5:25; estate, 4:60, 113; house, 4:61-62 (73), 68
Hubbard, Henry V., 4:68
Hubbard Avenue, 5:43, 175
Hubbard Park, 3:71; 4:61 (74), 113
Hubbell, Peter: brickyard, 5:28, 29, 31, 80, 151; Hubbell and Abbott, 5:28, 51; Hubbell-Wyeth, 5:71
Hudnut, Joseph, 4:165
Hudson Place, 4:49, 50 (50)
Humboldt Street, 4:51, 53
Hunnewell, William, 5:17; land, 5:40
Hunnewell house lot, 4:23
Hunting Street, 3:141
Hurlbut Street, 4:49 (48), 114
Hurley Street, 1:95
Huron Avenue, 4:65, 67; 5:4, 37, 46, 47, 49-50, 77, 117, 173-174, 176
Huron Towers, 5:176
Hutchinson Street, 5:49, 50
Hyatt, Alpheus: house, 2:86 (190), 87, 95
Hyde's Block, 3:107 (266)

IBM building, 2:46 (65), 111
Immigration, 1:11, 13, 14, 15, 42, 43; 3:27, 29, 31, 34; 4:25; 5:18, 19, 50-51, 53, 171
Incinerator, municipal, 5:133
"Indian Amphitheatre," 5:177
Indian College, 4:149
Indians, 5:3, 5-7
Industrial buildings, 3:113-127; 5:150-159; industrialization, 1:11, 13-15, 40-43, 45; 2:11, 22, 35; 3:26-33; 4:23, 25, 26; technological industries, 1:15, 42-43
Industrial Stainless Steels warehouse, 3:125-126 (323)
INDUSTRIES IN CAMBRIDGE
  Brick: industry, 1:4; 5:27-32, 49, 151; use of, 2:96; 3:55, 69, 115; 4:108, 109, 165
  Brush-making industry, 1:15, 42
  Carriage building industry, 1:14; 5:21-22, 153-155, 162
  Chemical industry, 5:158
  Clothing industry, 1:14, 15
  Electronics industry, 5:157
  Furniture industry, 1:15, 42
  Glass manufacturing industry, 1:13-14, 15, 40, 42, 45
  Ice industry, 5:23-25, 33, 136, 151, 180
  Lumber industry, 3:22, 28
  Machinery manufacturing industry, 1:15
  Meat Packing industry, 1:15, 43
  Musical instruments industry, 1:15
  Paper industry, 1:43
  Printing industry, 1:13, 15; 3:28
  Ropewalks industry, 1:13
  Soap industry, 1:13, 15, 42; 3:22, 27, 28
  Steel fabrication industry, 5:157
  Tanneries, 1:13; 5:21, 153, 173
  Woodworking industry, 1:43
Infirmary, City: site, 5:58
Inman, Ralph, 2:13, 17, 24; estate, 2:24, 27; 3:15-16, 17; 4:18, 19, 20 (5); house, 2:14 (6-7), 17, 24, 28; 3:15-16 (8-9), 47, 121; 4:20
Inman Square, 2:101; 3:142 (373)
Inman Street, 2:23, 24, 27, 105-106, 113
Inner Belt highway, 3:36, 146, 151, 153
Inns and Taverns, 3:111; 5:134-135
Interior decoration, 2:90-91
International Shoe and Leather Exposition Building, 3:127-128 (329)
Ireland, Abraham, 4:41
Ireland, Nathaniel, 4:21; house, 4:87, 90, 200
Irish immigrants, 1:42; 5:50-51, 52-53, 127
Iroquois Club, 4:42 (39)
Irving Street, 2:30, 106 (232), 113, 114
Irving Terrace, 2:113
Ivers, Francis, 5:21-22
Ivers and Pond piano factories, 3:28
Ivy Street, 5:50

Jackson, Alfred, 5:116
Jackson Street, 5:53, 171
Jails, 1:54, 95; 4:142; 5:131
James, Henry, Sr.: house, 4:26, 179
James, Stephen: house, 5:129, 169
James Street, 4:23
Jarves, Deming, 1:14
Jarvis, Leonard, 1:62; 2:24; 3:17
Jarvis, Nathaniel: estate, 2:15, 31; 3:18, 22; 4:50 (51), 52, 167
Jarvis Street, 2:31
Jay Street, 3:152
Jefferson Park, 5:29, 32, 80, 81 (123)
Jefferson Park Extension, 5:151, 172
Jenney Manufacturing Co., 5:148
Jerry's Pit, 5:18 (17), 28, 29, 32
John Corcoran apartments, 5:12, 14; Park, 5:81 (124), 176
Johnson-Appleby Building, 3:122 (314)
Joyce Chen restaurant, 5:150 (307)
Jones Carriage Co., 4:25
Jones' Hill, 5:8, 10, 11
Jones Soap Co., C.L., 3:22, 55
Jordan Marsh Warehouse, 3:36, 122 (313)
Jordan Place, 1:65

Kassul Park, 5:45, 173
Kelley Street, 5:52, 174
Kemp, Lysander, 3:27
Kendall, Edward, 3:28
Kendall, Jabez, 5:15
Kendall, Reliance: house. 3:60
Kendall and Roberts boiler factory, 3:28
Kendall Power Plant, 3:126 (325)
Kendall Square: architectural character, 3:34, 110, 127, 153; 4:27; history, 1:63, 94, 95; 3:18, 19, 28, 29, 36, 91; urban renewal, 3:15, 94, 109-110, 119
Kennedy, Albert J., 3:29
Kennedy Apartments for the Elderly, 3:145
Kennedy Block, 3:111 (283)
Kennedy Library Center, 4:29, 44, 55, 80, 203
Kennedy Steam Bakery, 3:28
Kent's Lane, 5:15
Kidder, Nathaniel: farm, 5:15, 16
Kidder, Samuel: estate, 5:12, 30, 52, 53; Kidder-Sargent-McCrehan house, 5:65 (84)-66, 71, 167, 172
Kidder, Samuel, III: house, 5:66
Kidder and Reed, 5:53, 137
Kidder's Lane, 5:28, 29, 51, 53
Kildare Street, 5:49
Kimball, Ebenezer, 5:137
Kimball Avenue, 5:43
Kimball coach building firm, 1:14
Kimball house, 3:148
Kimball's store, 3:18
King Street, 5:44
King's Highway, 5:14
Kingsley, Chester W., 5:42; house, 5:97-98 (163), 169
Kingsley, Lyman, 3:27
Kingsley Park, 5:17, 25, 27, 33, 34, 47, 133, 136, 151, 174, 176, 180
Kingsley Park Highlands, 5:47
Kingsley subdivision, 5:42
Kinnaird Street, 2:25; 3:152
Kirkland, John T., 2:28
Kirkland Place, 2:29, 106, 109, 114
Kirkland Road, 2:94 (219), 95, 109, 113
Kirkland Street, 2:11, 14, 22, 28, 29, 30, 50, 101, 102, 106, 113, 114; 4:16; 5:6, 46
Kuebler, Michael, 5:21
Kurtz, John, 5:21

Lafayette Square, 2:36; 3:17, 19 (14), 104; 4:16
Lake View Avenue, 4:67; 5:9, 49, 174
"Lakeview" apartments, 5:79
Lamb and Ritchie company, 3:28, 115 (293), 121 (311)
Lambert Avenue, 4:50; 5:41
Laminar Fibre Goods Co., 5:153
Lampoon building, 4:42
Lamson Place, 3:145 (383)
Lancaster Street, 4:51, 53
Langdon, John, 1:39
Langdon Street, 4:48
Larch Road, 5:74, 174
Larches, The, 4:21, 67, 88-89 (143-148), 90
Larchwood area, 4:67-68, 69, 124; subdivision, 1:35; 4:68 (88)
Larchwood Drive, 4:127
Latex Corp., 1:60 (117-118)
Learned family: house, 5:47, 87, 176
Leary, John, 5:53, 73
Lechmere, Richard, 1:39, 40; 4:19; estate, 1:62; 3:22; 4:20 (5), 60, 64, 65 (82); Lechmere-Riedesel house, 1:20, 41; 4:57, 65, 82 (123-125), 86
Lechmere Bank, 1:55, 56
Lechmere Canal, 1:65 (126)
Lechmere Point, 1:39, 40, 50; 4:18
Lechmere Point Corporation, 1:13, 40, 51, 53, 62, 64, 93, 95, 96; 2:27; 3:22
Lee, Joseph, 1:22; 5:14; estate, 4:20 (5), 21, 62, 65 (83); Lee-Nichols house, 4:19, 65, 75 (100-101), 77, 78 (105-106), 82, 86, 126, 135, 150
Lee, Nathaniel Cabot, 2:24
Lee, Thomas: house, 1:22; 4:65, 81, 83 (127), 87, 90
Lee Street, 1:11; 2:24, 113
Leonard Avenue, 2:93, 94 (217), 95, 106, 109, 113
Lever Brothers, 1:13, 15; 3:22, 27, 138 (365)
Leverett, John, 4:151
Lexington, Ma., 1:10; 4:18, 19; 5:15
Lexington Avenue, 4:67; 5:43, 49
Lexington & Arlington Branch Railroad, 5:22, 28, 33, 42-43
Libbey, William, 1:14
Libbey-Owens-Ford, 1:14
Libby, W.C., 5:104
Library, Public, 1:28 (47), 29, 30 (56); 2:27, 35, 41, 42, 43 (53-54), 44, 95, 111; 3:96, 98, 99, 106; 5:130; Cardinal O'Connell branch, 1:51, 54 (100)-55; Mt. Auburn branch, 5:47 (63), 108
Lighting, artificial, 1:83; 4:163; 5:69-71, 74
Lincoln Filling stations, 5:148
Lincoln Laboratory, 3:36
Lincoln Street, 3:142
Lincoln Way housing project, 5:80-81, 125, 175
Linden Street, 4:23
Linnaean Street, 4:15, 50
Linwood Court Homes, 5:iv
Lionel Hall, 4:183
Little, Arthur D., 5:36, 145 (292), 146, 180
Little, Charles C., 2:25; 3:28; house, 4:90
Little and Brown, 3:98, 115
Little Cambridge, 1:10; 4:18, 19
Little Common, 2:15, 17, 22, 30, 31, 39, 102; 4:40
Little Neck, 3:15
Little River, 5:4, 8, 34, 178
Little's Block, 4:35
Livermore, George: house, 2:33
Livermore, Nathaniel, 3:22
Livermore, Crane and Whitney, 1:13; 3:22
Livermore Place, 3:141
Locke Street, 5:43
"London Putty," 1:77
Longfellow, Ernest W., 1:33; house, 4:57
Longfellow, Henry Wadsworth, 4:101; house, 1:20 (22), 21, 22, 33; 4:55, 56, 79 (113), 80 (116), 88, 118
Longfellow gift to Harvard, 4:166, 176
Longfellow Park, 4:56
Longfellow Road, 4:119
Longy School of Music, 4:47, 53 (58), 111, 112 (225-226), 144
Loomis Street, 5:54
Lord, Joseph: house, 2:33
Loring, Edward: house, 2:65 (115)
Lovell Block, 5:141 (276), 163 (334)
Lovering, Joseph: house, 1:24 (38); 2:51 (71), 52, 55 (84), 102, 109
Lovey's Co., 5:112
Lowell, A. Lawrence, 4:177-178; house, 4:124, 125 (267)
Lowell, Charles, 4:62
Lowell, James Russell, 4:144; house, 1:21; 4:66
Lowell, John, Jr., 1:64
"Lowell" apartment building, 4:67
Lowell Park, 4:58
Lowell Street, 4:58, 61
Lower Common, 4:27; 5:13; district, 4:46-50 (42-43)
Lower Story, the, 5:143
Loyalists, 5:13, 14
Lum, Isaac, 1:64; 3:22
Lyceum, 4:92, 141, 142
Lyman Laboratory, 4:173
Lynch's Drug Store, 5:45 (58), 142

McCabe, Miles, 5:50
McClean, William, 4:137
McClure, David, 2:32
McCrehan, Jeremiah, 5:30, 31; house, 5:66
McDermott Court, 3:135
McDonald, Alexander, 5:47
McDonald Street, 5:47

McGregor, Daniel, 5:74
Maclaurin, Richard, 3:128
Madison Avenue, 5:43
Madison Street, 4:54; 5:173
Magazine Beach, 3:15, 33, 102
Magazine Street, 3:25, 84, 148-149 (390)
Magnolia Avenue, 2:27
Magoun Street, 5:71, 173
Main Street, 1:13, 40; 2:101; 3:17, 18, 19, 22, 27; 4:21, 25
Maisters, John, 1:62
Malloy, Mrs.: boarding house, 5:71 (97), 179
Man, William, 4:63
Manassas Avenue, 5:51
Manchester, Ma.: architecture, 4:84, 86
Mansart family, 4:102
Mansion house, 1:41
Maple Avenue, 2:27, 61, 105, 109, 113
Marcy, William, 5:16
Market Bank, 3:144
Markham, Jeannette, 4:145
Marquand, John: house, 1:37; 4:66
Marrett, Amos, 4:66; 5:14
Marrett, Edward: house, 4:20, 84, 86
Marrett, Lorenzo, 1:55
Marsh, the, 4:60
Martin Street, 4:49
Marvin, Thomas: house, 5:94-95
Mason, Daniel, 1:62; 3:18; house, 2:28
Mason, Josiah, Jr., 1:62, 64
Mason, Josiah, Jr., 1:62, 64
Mason, William: house, 4:52
Mason and Hamlin organ factory, 3:27
Masonic Temple,5:129 (245), 164
Massachusetts Avenue: architectural character, 2:8, 113, 115; 4:45-46 (41), 52; 5:77, 163-164, 167-168; commercialism, 2:51, 3:108; 5:155; history, 1:12, 13, 16, 40, 62; 2:11, 22, 33, 50, 61, 101-102; 3:15, 17, 18, 19, 22, 27, 28, 31, 32, 39; 4:16, 21, 25, 32, 38, 58; 5:xii, 4, 10, 13, 15, 18, 21, 37, 39, 43-44, 45 (58-59), 58, 60, 92, 161, 162; map, 5:181 (374); Upper, 5:172-173
Massachusetts Bay Colony, 1:39; 2:11, 13; 4:15, 16, 31; 5:2 (5), 6-7, 7-8, 10, 58-59, 161
Massachusetts Bay Transportation Authority (MBTA), 4:44, 59 (67); 5:152
Massachusetts College of Osteopathy, 4:144
Massachusetts Horticultural Society, 4:70
Massachusetts Institute of Technology (M.I.T.), 1:36-37; 5:115; Bosworth's plan, 3:130-132; dormitories, 3:131; history, 1:12; 2:85; 3:15, 27, 33, 34, 36 (30), 110, 121, 127-139, 153; 4:26; International style, 3:132-135; School of Architecture, 3:131; Student Center, 3:136, 137 (359); West Campus, 3:129. *See also* under building titles
MASSACHUSETTS INSTITUTE OF TECHNOLOGY: BUILDINGS
Albany Garage, 3:138 (364)
Alumni Swimming Pool, 3:132, 133 (343)
Ashdown House, 3:44, 45 (54), 127
Baker House, 1:36; 3:134 (350-351)
Briggs Field House, 3:132
Building 2, 3:131
Building 24, 3:132, 133
Building 31, 3:132
Burton House, 3:45 (56)
Center for Advanced Engineering Studies, 3:136 (358)
Center for Advanced Visual Studies, 3:139 (368)
Center for Space Research, 3:136
Chapel, 3:135 (353-354)
Compton Laboratories, 3:134 (349)
Computation Center, 3:136
Conant Hall, 3:173
Dorrance Building, 3:134 (348)
Dreyfus Building, 3:136 (356)
Dupont Athletic Center, 3:101 (245), 127, 132
Earth Sciences Building, 1:37; 3:36 (30), 135-136 (355)
East Garage, 3:138
Eastgate, 3:137 (361)
Eastman Laboratory, 3:131
Engineering Library, 3:131
Graphic Arts Building, 3:138 (366)
Grover Hermann Building, 3:137 (361)
Guggenheim Aeronautical Laboratory, 3:131 (339)
Hayden Library, 3:132 (342)
Horace Sagford Ford Building, 3:139
Instrumentation Laboratory, 3:138
Kresge Auditorium, 1:37 (73); 3:135 (352)
Main Building, 3:36 (30), 128-131 (330, 332-335)
McCormick Hall, 3:137 (362)
National Magnet Laboratory, 3:138
Nuclear Engineering Center, 3:138
ONR Generator, 3:132-133 (346)
Pierce Boat House, 3:132
Pratt School of Naval Design, 3:131
President's House, 3:131 (338)
Psychology Building, 3:139 (367)
Rockwell Cage, 3:132, 133 (345)
Rogers Building, 3:131-132 (340-341)
Sailing Pavilion, 3:131
Sloan Laboratories, 3:131, 132, 133 (347)
Sloan School of Management, 3:138 (365)
Vannevar Bush Building, 3:136 (357)
Walker Memorial, 3:128-129, 131 (336-337)
West Garage, 3:138
Westgate, 3:137 (360)
Whitaker Building, 3:134 (348)
Masse Co., F.X., 5:175
Masse Hardware building, 5:141, 142 (279)
Matignon Road, 5:6, 10, 45
Max Street, 1:96
May Street, 5:9
Meacham Street, 5:41, 42
Meacham subdivision, 5:38 (50), 42, 43
Mead Street, 5:43
Medford Street, 3:17
Meeting House Square, 3:18
Meeting houses, 3:77-79; 4:134-135 (299-300); New England, 1:29; 2:38, 40, 42
Melendy, Henry J.: house, 4:50, 106 (203)
Melledge, James P.: house, 2:103
Mellen, J.P., 3:27
Mellen, John, 2:31
Mellen Street, 2:31, 109, 115
Memorial Drive, 1:12; 3:34, 122-123; 4:59, 166
Mengis, C.M., 5:43
Menotomy, 1:10; 2:101; 4:16, 18, 19; highway, 5:13; parish, 5:ix
Menotomy Plain, 5:8, 10, 11, 12, 15, 58, 60, 61
Menotomy River, 5:6, 14
Menotomy Rocks, 5:17
Mercer Circle, 4:61 (74)
Merrill, J. Warren: house, 2:103
Merrill estate, 2:99
Merrill Street, 2:99, 105
Merrimack River, 1:62
Metropolitan District Commission (M.D.C.), 3:102 (248); 5:4, 27, 35, 45, 178
Metropolitan Storage Warehouse, 3:101, 124-125 (320), 127, 138
Mid Cambridge: agriculture, 2:11, 13; architectural character, 2:35; 3:54, 105; area analysis, 2:101-109; development, 2:23-32, 35, 50, 51, 76, 101, 102, 103, 104, 107, 108; estates, 2:12 (4), 13-15, 20 (14), 21 (15), 22, 50, 57, 61; history, 2:11-33; maps, 2:4 (1), 16 (9), 18-21; non-residential architecture, 2:35-47; population, 2:32-33; residential architecture, 2:50-100, 110-111; suburban quality, 2:11, 35, 46, 50, 57-60, 61, 108; topography, 2:10, 11; transportation system, 2:22-24 (17)
Middlesex Bank Building, 3:107 (265), 142
Middlesex Canal Corporation, 1:40, 62
Middlesex County buildings, 1:40, 51-54; 3:18; 4:26; Clerk of Courts Building, 1:52 (92); Court House, 1:45, 51-52 (90-91); Jails, 1:54, 95; Jailer's House, 1:53 (96), 54; Registry of Deeds, 1:52-53 (93), 95. *See also* Court Houses, Jails
Middlesex County National Bank, 1:57 (107)
Middlesex Street, 5:172
Middlesex Turnpike, 3:17; 5:17, 64, 161
Mifflin Place, 4:157
Milk Porridge Lane, 4:53
Milk Row, 5:42
Miller Street, 5:44
Miller's River, 1:62, 64
Mills' Ware: land division, 5:7 (8), 9
Milton Street, 5:169
Mister Donuts, 5:150
Mobeco, Inc., 5:143 (284)
Mobil station, 5:148 (300)
Model Cities, 3:142, 153
Modern Manor, 3:112 (284)
Monarch Developers, 5:150
Monastery of Cowley Fathers, 4:59
Monroe, *see* Munro
Montgomery Street, 5:53, 171
"Montrose" apartment building, 4:46
Moody Square, 5:50, 174 (360)
Moore Street, 3:18
Morison, Samuel Eliot, 4:149
Morse, Asa P., 3:94; house, 3:64 (126)
Morse estate, 5:17
Morton, Perez: house, 4:82
Moulson, Lady Ann Radcliffe, 4:149, 200
Moulton, F.H., 5:35
Moulton Street, 5:25, 180
Mount Auburn, 5:4
Mount Auburn Carhouse, 5:153 (314)
Mount Auburn Cemetery, 4:11, 23, 68, 69-72; 5:46, 47, 136, 139
Mount Auburn Hospital, 4:29, 62, 147 (327-328)
Mount Auburn Station, 5:138 (269), 139, 140 (272)
Mount Auburn Street: architectural character, 4:42 (38-39), 58, 119; history, 1:40; 4:16, 41; 5:6, 9, 14, 18, 46, 51, 58, 60
Mount Pleasant Street, 5:9, 43
Mount Vernon Street, 4:52; 5:41
Moving of houses, 5:26, 38, 177
Muller, William, 5:21
Muller Avenue, 5:45, 153, 173
Muller tannery, 5:45
Mulliken, Edward, 5:21
Municipal Building, 3:100 (237). *See also* Civic and public architecture
Munro, James: house, 1:20, 21 (24); 4:20, 23, 84 (132), 86
Murdock, Asa, 5:51, 52, 53; brickyard, 5:28, 29, 72, 73
Murphy's Diner, 5:149 (304)
Murray Hill Road, 5:45
Museum Street, 2:22
Mutual Realty Building, 5:141
Myrtle Avenue, 2:27, 113

Nash, N.C.: house, 4:66
National Aeronautics and Space Administration (NASA), 1:15; Electronics Research Center, 3:36, 110
National Biscuit Company (Nabisco), 3:28, 36
National City Bank of Cambridge, 3:28
National Geographic Society, 4:62
Neagle, Garrett, 5:30
"Neck, The," 3:15
Netsch, Walter, 3:136
New Church Theological School, 1:25; 2:110
New England Brick Co. (NEBCO), 5:18 (17), 28, 30, 31, 32 (41), 36, 43, 151 (309-310)
New England Confectionary Co. (NECCO), 3:36, 123 (316)
New England Gas and Electric Association, 2:46 (66), 111
New England Glass Co., 1:13-14 (7), 59 (113-115)-60, 85, 94; 3:113 (287); 4:104
New England Guild of Trial Lawyers, 4:53
New England Telephone Co., 2:46 (63), 111; 5:156 (325), 157
New Haven, Ct., 1:97, 4:15
"New Ireland" subdivision, 5:53
New Street, 5:36, 50, 73
New Towne Court, 3:34, 44, 45 (57), 147 (386)
New West Field, 4:16, 50 (51); 5:10-11
New York Biscuit Co., 3:28, 29 (22)
Newman Street, 5:44
Newport, R.I., 4:55, 117; 5:92, 96
Newport Road, 2:97
Newton, Ma., 1:10; 4:18, 19; 5:46
Newton Railroad Co., 3:27
Newtowne, 1:39; 2:11; 4:15-18, 31 (12)-32; 5:2 (5), 8-11, 161
"Newtowne" building, 5:141
Newtowne Club, 5:129 (244), 163, 169
Nichols, John: house, 1:22; 4:21, 62, 90, 91
Nichols. Mrs. E.H.. 4:145
Niles Brothers, 5:49; houses, 4:113 (231-232); slaughterhouse, 5:20, 33, 73, 153, 179
Ninth Street, 1:96
Norberg Nursery, 5:151 (312), 152, 173
Norfolk Place, 3:146 (384)
Norfolk Street, 3:141, 142-143 (374), 146
Norfolk Terrace, 3:146
Normandy Avenue, 5:55 (70), 177 (369)
Norris, Thomas F., 1:79
Norris and Co., F.W., 4:68
Norris Street, 5:43, 170
North Avenue, 2:101; 4:25, 45, 46; 5:39, 42-43, 92
North Avenue Savings Bank, 5:144 (286), 164
North Cambridge, 1:43; 2:22; 4:27; 5:ix; industry, 5:20-25; land ownership, 5:39 (51); neighborhoods, 5:169-172; public transport, 5:39-45, 46, 47; subdivisions, 5:37, 39-45; workers housing, 5:72, 74
North Cambridge Brick Co., 5:31
North Cambridge Carhouse, 5:152 (313)
North Cambridge Co-op Bank, 5:144
North Canal, 1:62, 63 (123), 64-65
North Shore: architecture, 4:52
Northwest Cambridge, aerial view, 5:viii (1); agriculture, 5:16, 48, 57, 58, 64; boundaries, 5:x (2), xi (3); commercial and industrial growth, 5:18-32, 64; history, 5:xi-xii, 13-16, 16-17; land ownership, 5:9 (12)-13; neighborhoods, 5:166-181; residential architecture, 5:37-39, 84-117; suburban nature, 5:68, 69-71, 74; topography, 5:3-4; transportation, 33 (43), 49, 50, 53, 54, 68, 76-77
Norton, Andrews, 2:28, 30
Norton, Charles Eliot, 2:30, 31, 143; house, 4:87
Norton, M., 4:143
Norton estate, 1:12; 2:23, 29, 30-31, 32, 106; 4:25
Notman, John, 4:98
Notre Dame Street, 5:172
Nowell, Henry: house, 4:90
Noyes, E., 5:148 (300)
Noyes, J.A.: house, 4:119 (249)
Oakes, Jane D.: Trustees, 3:31
O'Brien Highway, 1:45, 94

Observatory Hill, 4:25; 5:4, 37, 48 (65), 52, 166, 174-175
O'Connell, Jeremiah: house, 5:72
Office buildings, 2:46; 5:145-146
Old Cambridge: aerial view, 4:12 (1); **agriculture,** 4:16, 18, 21, 44; **architecture,** 2:50; 5:85-86, 106, 108, 110, 112; **boundaries,** 4:18, 26-27; **commerce,** 4:19, 26-27, 29; **contemporary,** 4:27-29; **history,** 1:8, 10, 11, 13, 40; 3:19, 25, 26; 4:11, 15-30; **maps,** 4:13, 14 (2-3), 17 (4), 20 (5), 22 (6), 23 (7), 24 (8); **neighborhoods,** 4:45-72; **residential architecture,** 4:73-133; **transportation,** 4:21-23
Olive Place, 5:53, 171 (351)
Oliver, Thomas, 4:67; 5:14; **estate,** 4:20 (5), 58; **house,** 4:19, 66; 5:63. *See also* **Elmwood house**
"Opposition House," 2:24 (18)
Orchard Street, 5:40, 42, 162, 167, 168-169
Ornament: cast stone, 3:108; **machine-made,** 2:73, 90; 3:69; 4:106; 5:85, 89, 96, 102, 105; **terra cotta,** 3:108
Orne, Sarah: house, 4:69, 88, 90
Orrin Street, 5:14, 29, 49, 51
Osborn, Dalphon, 3:22
Otis, Harrison Gray, 1:22, 40; **houses,** 4:89, 189
Otis, James, 3:19
Otis Street, 1:41, 93, 97
Ox Marsh, 4:43, 44
Ox Pasture, 4:16; 5:8, 12, 13
"Oxford Court," 4:46
Oxford Street, 2:11, 31, 32, 69, 115; 5:9; **area,** 2:8, 15, 22, 31-32, 48, 61, 101, 107, 115

Page, George, 3:22
Page firm, G.G., 1:43
Paige, Lucius, 3:145; *History of Cambridge,* 1:63, 64; 3:12, 56; 4:31; 5:xi
Pain, James, 1:22
Pain, William, 1:22
Paleolithic cultures, 5:5
Pales, Common, 2:11, 14; 4:15, 18
Palfrey, John, 4:23; **estate,** 2:31-32; **house,** 2:31 (32), 115
Palmer Street, 4:44
Parish, Thomas, 4:52
Park Avenue, 5:46
Parker, Benjamin: brickyard, 5:28-29, 30
Parker, Samuel, 1:43
Parker, W. Stanley, 4:142
Parker Street, 4:63
Parkman estate, 1:40
Parry, C.E.: brickyards,5:28, 30, 31, 53; **Parry Brothers,** 5:28, 31, 43, 133
Parry, John E.: house, 5:97 (160)
Parson, Henry K.: stable, 5:146, 147 (296)
Parsons, Sabra: house, 2:65
Patrick, Daniel, 3:15
Pattern books, 2:51, 52, 56, 59, 60, 62, 63, 66, 67, 68, 70, 77, 79, 88, 116; 4:79, 81
Payette, Thomas E., 5:117
Payne Elevator Co., 5:154 (319), 155
Payson Park Reservoir, 5:26 (31)-27
Peabody, Robert S., 4:168, 171, 176
Peabody Club, 4:26, 59
Peabody house, 2:28, 29 (27)
Pearl Street, 3:17, 25, 27, 149
Peck, Abel, 5:40
Pelham, Herbert, 3:15; 4:18
Palham, Herbert, 3:15; 4:18
Pelham's Island, 1:13, 39; 2:22, 101; 3:15, 16, 17; 4:16
Pemberton Street, 5:43, 170
Penn Metal Co., 3:28
Penny, Richard: farm, 5:21, 45
Pepperell, Lady: mansion, 4:81
Percy, Hugh, 5:16
Perkins, Harland A., 5:112, 113 (205), 115 (212), 116
Perkins, Nelson, 4:187
Perry Street, 3:151
Peyntree, William: house, 4:149
Phillips, John, 2:14, 28; 4:21; **house,** 4:87
Phillips, Willard, 4:62; **house,** 4:201
Phillips-Norton estate, 2:28
Phillips Place, 4:62
Phips, David, 4:19; **house,** 4:20
Phips, Spencer, 1:39; 3:15; 4:19; **house,** 4:20, 21, 42, 87
Phips family, 4:19; **estate,** 3:15, 47; **Phips-Bordman farm,** 2:13
Phoenix Club, 4:42 (39)
Pickerel Point, 5:13
Pierce, Benjamin: house, 2:64 (112); 4:164
Pigeon, John, 5:134, 135; **tavern,** 5:15
Pine Grove, 3:25
Pine Street, 3:18, 145
Pleasant Street, 3:19, 25, 149-150
Plumbing, 1:83; 2:89; 4:94, 163; 5:69-71, 74
Plymouth Street, 3:141
Plympton Street, 4:23
Polaroid Corp., 3:36, 110, 122, 123 (315, 317)
Police stations, 4:141, 142; 5:163; **North Cambridge,** 5:130 (247), 169; **Sciarappa Street,** 1:54 (97)
Politicians' Row, 5:177 (367)
Polychromy, 4:138, 139
Pond Field, 5:12
Pond Lane, 5:9
Pond Street, 5:40
Poor Farm, 5:21, 131 (252), 132
Poor Houses, 4:146; 5:15 (16); **Lot,** 5:53, 171 *See also* **Almshouses**
Population growth, 1:43; 2:32-33, 61; 3:18, 22, 25, 29, 31, 36; 4:19, 21, 23, 25, 26, 27, 29 *See also* **Immigration**
Porches, 1:80; 5:74-75, 76
Porter, Zachariah B., 5:20, 41, 137
Porter Realty Trust, 5:75, 108 (191), 109
Porter Road, 5:13, 20, 44, 74, 175
Porter Square, 2:22, 32, 101, 102; 4:26; 5:ix, 17, 20, 36, 64, 79, 119, 140, 141, 146, 161-165
Porter Square Chevrolet, 5:179
Porter Square Dodge, 5:146, 164
Porter Square Shopping Center, 5:15, 88, 143 (284), 163 (335), 165, 169
Porter's Station, 5:138 (267-268), 139, 163 (334)
Portland Street, 3:27, 31
Post offices, 1:54; 2:111; **Central Square,** 3:100 (238); **North Cambridge,** 5:141
Potter's Block, 5:140-141, 163
Powder House, 3:25
Power plants, 3:126-127; **sources,** 1:14
Pratt, Dexter: house, 4:44, 56 (62), 90
Prentice, Elizabeth: farm, 5:14
Prentice, Jonas: estate, 4:50 (51); **house,** 5:15
Prentice, Jonas, Jr.: house, 5:15
Prentice, Nathaniel: house, 5:15
Prentice, Samuel: farm, 5:14
Prentice, Stephen: house, 5:15
Prentice, Mrs. William: house, 5:14
Prentice estate, 4:51, 52; 5:41, 179
Prentice-Storer house, 5:58, 71, 132, 165
Prentice-Whitney house, 5:56 (72)
Prentiss Street, 2:32, 107, 115
Prescott Street, 2:27, 113
Preservation, 2:109; 4:57; **remodeling and renovation,** 1:97; 2:36, 40, 70; 3:76, 153-155; 4:29, 133, 190; 5:iv, v, 63, 65, 117, 169, 171
Prest-O-Lite Corp., 5:35, 36, 143, 158
Professor's Row, 2:28-29, 102, 106, 108; 4:21, 156, 174
Prospect Street, 2:13, 22, 27, 66, 105-106, 113; 3:18, 27, 142, 146; 5:46, 47
Prospect Union, 3:98
Providence, R.I., 1:22, 97
Public architecture. *See* **Civic architecture**
Public housing, 3:34; 5:32, 80-81, 82-83, 172
Public Works Garage, 3:101 (244)
Puritans, 4:19
Pusey, Nathan M., 4:190-199
Putnam, Israel, 1:39; 2:17; 3:16
Putnam Avenue, 4:16
Putnam Gardens, 3:34, 152
Putnam Hill, 1:41, 43, 86
Putnam house, 4:56 (63)

Quality Row, 1:41, 94
Quincy, Ma., 1:48; 2:43
Quincy Street, 2:33, 50, 63, 101 (230), 108; 113; 4:21

Race Course, 5:17 (16), 50, 137; **area,** 5:53, 167, 171
Radcliffe College: architecture, 1:23; 2:65; 4:53, 54, 199-203; **dormitories,** 4:48, 201-202 (419); **faculty housing,** 4:50, 132, 202 (420); **and Harvard,** 4:196, 201; **land acquisition,** 4:200 (415), 201; **Yard,** 4:40, 56, 62, 200-201. *See also* under building titles
RADCLIFFE COLLEGE BUILDINGS
  Byerly Hall, 4:200-201 (418)
  Currier House, 4:54, 202, 203 (421)
  Fay House, 1:22-23; 4:21, 87-88 (137-139), 90, 91, 96, 200, 201
  Graduate Center, 4:56
  Greenleaf House, 4:104 (196), 201
  Gymnasium, 4:200 (416), 201
  Hilles Library, 4:54, 202-203 (421)
  Jordan House, 4:203
  Longfellow Hall, 4:201 (417)
  North House, 4:202
  President's House, 4:104 (196)
  Schlesinger Library, 4:200, 201 (416)
  Trowbridge House, 4:201
  Wolbach Hall, 4:202
Railroads, 1:11, 42, 45, 63, 94; 2:22; 3:26, 27, 28; 4:23; 5:18-19, 22, 39, 47, 53, 172; **commuter,** 5:68, 139; **ice,** 5:24 (26)-25, 33, 179; **and industry,** 1:15; 3:31; **stations,** 5:138-140
Rand, Benjamin, 5:17, 21; **estate,** 5:143, 163 (335), 165 (339); **house,** 5:90 (141)
Rand McNally, 3:117
Randall, John, 5:53
Rawson and Hittinger Iron Foundry, 3:28
Raymond, Daniel, 4:89
Raymond Street, 4:51 (52, 54); 5:4, 9, 175
Read, James: estate, 4:39 (35); **house,** 4:84, 86
Read, Joseph, 5:43; **houses,** 4:86
Read, William: houses, 4:65
Read house, 1:19, 20 (20); 4:20, 62, 75, 79 (115)
Reardon, Edmund: house, 3:73 (157); **soap factory,** 3:28 (21)
Reed, William, 3:26
Reed Hall, 4:139
Reed Street, 5:53, 171
Reed Street Terrace, 5:171 (352)
Regent Street, 5:42, 175
Remington-Winthrop house, 5:61
Remington Street, 2:25, 113
Reservoir Club, 5:149 (305)
Reservoir Hill, 4:25, 58, 64, 119; 5:4, 9, 12, 25, 37, 48, 58, 166
Reservoir Street, 4:66; 5:173-174
RESIDENTIAL ARCHITECTURE, 1:66-89; 2:50-100; 3:37-76; 4:73-133; 5:84-117; **center-hall plan,** 1:66, 67, 68, 72; 2:55, 88, 89; 3:38, 39 (33); 5:61, 62, 63-64, 65; **cottages,** 1:41, 67, 73-74, 80, 94, 95; 2:73, 74; 3:51, 52; 5:43, 67, 70, 71-73, 78, 87, 89, 93, 104, 111, 112, 117; **cross gable plan,** 2:55, 68; **double houses,** 1:67, 68, 79-80; 2:73, 91, 92; 3:39 (34-35); 5:43, 69, 72; **farmhouses,** 5:62, 64, 66, 68; **floor plans,** 1:66-68; 2:88-89; 5:59, 66, 68-69, 71, 73, 74, 76, 86, 92-93, 93-94; **L-plan,** 2:71, 80; **multi-unit,** 2:91-93, 100, 103; 3:37-38; 5:73-83; **row houses,** 1:22, 67, 68, 72, 76, 78, 79, 86; 2:73, 74, 92, 93; 3:39-40 (36), 41 (42), 42; 5:43; **side-hall plan,** 1:58, 66-68, 69, 72, 75-76, 80, 84; 2:55, 61, 62, 79, 88, 89, 91, 92, 99; 3:38, 39 (33), 40, 53; **single family,** 1:68; 3:38; **tenements,** 1:69, 88, 89, 96 (215); 3:41-42 (42, 44), 111; 5:22, 43, 74, 76, 175; **three-deckers,** 1:69, 88, 89, 96; 2:93; 3:31, 43-44; 5:44, 69, 76-78, 105, 166, 167, 169, 170, 175 (363); **two-family,** 2:92, 99; 3:40 (38)-41; 5:44, 45, 47, 50, 54, 69, 74-75, 105, 109, 166, 167, 169, 173 (356-357); **workers housing,** 3:113; 5:37, 44, 47, 49, 50-53, 69, 71-73, 87, 166-167, 171-172, 173, 174, 175 (362), 177
Restaurants, 5:149-150
Revere, Paul, 5:15; **house,** 5:111
Revere Street, 4:58
Reversible Collar Co., 4:25
Revolutionary War, 1:39; 2:16-17, 102; 3:15-16; 5:13-16, 60-61, 63, 64-65, 134, 135, 161
Rice, Aaron, 1:65
Rice, Joseph, 5:40
Rice, Moses, 5:25
Rice estate, 5:42
Rice house, 4:62
Rice Street, 5:9, 40, 43, 170 (348)
Richard Avenue, 5:45
Richards, J.A., 2:112
Richardson, Edward, 5:135
Richardson, Thomas: farm, 5:31, 55 (70-71)
Richardson-Frost estate, 5:54
Richardson Tavern, 5:14, 17; **Richardson-Bird Tavern,** 5:46, 134, 135 (262)
Richdale Avenue, 5:43, 175
Richmond Avenue, 5:173
Riedel, E. Christian, 5:150
Riedesel Avenue, 4:113
Riedesel house, 1:20; 4:65
Rindge, Frederick Hastings, 2:27, 42, 43, 44, 110, 111; 3:99
Rindge, Samuel: brickyards, 5:30, 31; **estate,** 5:43
Rindge Avenue: architectural character, 5:71, 170, 171, 172; **brickyards,** 5:28, 29, 31-32; **history,** 5:4, 9, 11, 12, 13, 18 (17), 37, 42, 51, 52 (68), 53, 179
Rindge Avenue Extension, 5:33, 36, 157, 179-180
Rindge Field, 5:9
Rindge Terrace, 5:170
Rindge Towers, 5:28, 32, 82 (127), 143 (285), 151, 178 (370), 180, 181 (374)
Rindgefield Street, 5:170
River Street, 3:17-18, 25, 27, 149, 152
Riverbank Court, 3:33 (27), 45 (54), 101, 124, 127, 128, 138; 5:79
Riverside, the, 3:45 (56)
Riverside area, 3:29, 152-153 (397); 4:25, 186-187 (392)
Riverside Press, 3:28, 29, 95, 98 (232), 115-117 (294-297), 153
Roberts Road, 2:27

Rogers, George and F.W.: house, 2:84 (182)
Rogers, O.T., 4:71
Rogers, William Barton, 4:131
Rogers Block, 3:42 (45)
Rollins, John W., 1:86
Roosevelt Towers, 3:34, 45, 46 (58); 5:29
Roscoe Pound Institute for the New England Trial Lawyers Guild, 4:147
Roseland Street, 2:32, 115

Ross, Denman: house, 1:30, 31 (57); 4:11, 57, 102-104 (190-195), 106, 133
Route 2, 5:35, 36, 155, 179, 180
Route 128, 3:36
Royal Avenue, 5:49
Royall, Isaac: house, 4:78, 81; family, 4:19
Roxbury, Ma.: cemetery, 4:69
Ruggles, George: estate, 4:20 (5); Ruggles-Fayerweather house, 4:19, 66, 82 (122), 86
Russell, J.P.: nursery, 5:152
Russell, P.R., 5:126
Russell, Philemon, 5:40
Russell, Thomas: store, 4:90
Russell Field, 5:80
Russell and Harrington, 5:24
Russell-Sargent Plan, 5:40 (53)
Russell Street, 5:13, 43, 163, 167, 169

Sachem Nanapeshamet, 5:6; Squaw, 5:6 (7), 7; village, 5:2 (5), 8
Sachs, Paul J., 2:31; 4:11; house, 4:87
Sacramento Street, 2:32, 107, 115
St. John's Convent, 5:172; parish house, 5:87 (133)
St. John's Literary Institute, 1:49 (85)
St. Mary Road, 2:27
St. Paul Street, 2:95, 96
St. Peter's Field, 5:29, 30, 31
Salem, Ma., 1:22; 3:47; 4:55, 73; 5:57
Saltonstall, Richard, 4:32, 69
Salvation Army Citadel, 3:104 (257)
Salvi Ford building, 5:150 (308), 154 (317), 167, 169
Sanborn, George: house, 3:60 (111)
Sanborn, S.H.: house, 3:148
Sancta Maria Hospital, 5:133
Sanders, Jonathan: farm, 5:12
Sanderson, Isaac: estate, 5:14, 17
Sands, John: brickyard, 5:28, 29-30, 31 (37-38), 49; house, 3:61; 5:87 (134)
Sands, Martin W.: brickyard, 5:30 (38), 71
Sands and Cofran brickyard, 5:28, 29, 51, 52, 67
Santa Lucia Club, 5:125, 176 (365)
Sargent, Solomon, 5:51, 52, 53, 71; brickyards, 5:28-29, 30, 72, 73; house, 5:63, 66
Sargent Street, 5:53, 172
Saville Street, 5:49, 175
Sawin, Albert, 5:21; land, 5:22
Sawyer Woodworking shops, 5:158
School Court, 4:143
Schools, 1:50-51; 2:27, 35, 36, 39, 40-41, 42-43, 44, 46, 103, 110; 3:18, 77, 91-97; 4:143-146; 5:125-129, 127; parochial, 1:47; 5:127-128
SCHOOL BUILDINGS
  Agassiz School, 2:110
  Allston School, 3:93
  Amory Primary School, 2:110
  Auburn School, 4:143
  Berkeley Street School, 3:98
  Blessed Sacrament School, 3:97 (231)
  Boardman School, 3:91, 92, 93 (214); 5:126
  Bridge School, 3:91, 94
  Broadway School, 3:93
  Brown and Nichols School, 4:144-145 (323)
  Buckingham School, 4:63, 145-146 (324-325); 5:108, 174
  Cambridge High and Latin School, 2:110
  Cambridge High School, 2:103; 3:91 (210)-92
  Cambridge Manual Training School, 3:113
  Cambridge School for Girls, 4:145 (322)
  Corlett School, 5:126
  Cushing School, 5:125 (235), 126
  Dana Hill Primary School, 2:110
  Dunster School, 2:110; 4:143; 5:52
  Ecole de Notre Dame de Pitie, 5:171
  Ellis School, 5:126 (236)
  English High School, 2:27, 42, 44 (56), 95, 110
  Fayerweather Street School, 4:146 (326)
  Felton Primary School, 2:110
  Fitting School for Girls and Boys, 4:144
  Fitzgerald School, 5:126, 128 (241)-129
  Fletcher School, 3:94, 95 (222)
  Franklin School, 3:91, 92
  Friends School, 5:129 (243)
  Gannett School, 3:93
  Garden Street School, 4:143 (319)
  Gore School, 1:51
  Haggerty School, 5:118 (220), 126 (237), 127
  Harrington School, 3:93, 94, 95, 96 (226), 102
  Harvard Grammar School, 2:41 (48), 95, 103, 110; 3:92
  Holmes School, 4:143
  Hopkins Classical School, 3:97
  Houghton School, 3:94, 95 (223-224)
  Immaculate Conception School, 5:127-128, 131 (251), 132
  Kelley School, 3:94, 95 (221)
  King School, 3:94, 95, 96 (227)
  Latin Grammar School, 2:103, 110; 4:143
  Latin High School, 2:27, 44 (57), 110
  Lesley School for Children, 4:145
  Lincoln School, 5:126 (238), 127
  Longfellow School, 2:40, 46, 103, 110
  Lowell School, 4:143-144
  Manual Training School, 2:27, 42-43 (51, 53), 44, 46, 110; 3:99
  Mason School, 3:91 (209), 92; 4:16; 5:6
  Matignon High School, 5:15, 127 (240), 128
  Merrill Primary School, 2:110
  Montessori School, 5:129
  Morse School, 2:95; 3:93, 94 (218), 95, 96 (225)
  North Cambridge Catholic High School, 5:126 (236), 170
  North Cambridge Schoolhouse, 5:86
  North School, 2:110; 5:125
  Notre Dame de Pitie School, 5:127 (239)
  Otis School, 1:51
  Parker School, 3:94
  Peabody School, 4:144
  Putnam School, 1:50 (89), 51, 88; 3:94
  Quincy School, 4:143
  Reed School, 5:126
  Rindge Technical High School, 2:42, 46 (64), 103, 110
  Riverside School, 3:93
  Roberts School, 3:92, 93, 94, 95 (219-220)
  Russell School, 4:144
  Sacred Heart School, 1:50, 51
  St. Francis of Assisi School, 1:51
  St. Hedwig's Polish Grammar School, 1:51
  St. Joseph's Select School for Girls, 3:97
  St. Mary's High School, 3:145; and School, 3:97 (228-230)
  St. Paul's School, 3:97; 4:144, 145 (321)
  St. Peter's Parochial School, 5:52
  Sargent School, 3:92
  Shady Hill School, 4:145
  Shepard School, 5:125
  Stearns School, 3:92
  Tarbell School, 3:93, 94 (215)
  Third High School, 2:40-41 (47)
  Thorndike School, 1:50-51
  Tobin School, 5:30, 31, 128 (242), 129, 174
  Washington School, 2:42, 46, 95, 110; 4:143; 5:126
  Webster School, 3:91, 92-93 (211-213)
  Wellington Training School, 3:93-94 (216-217)
  Wesleyan Academy of Wilbraham, 1:47, 51
  Willard School, 3:93, 148
  Winthrop School, 5:119, 125 (234), 126, 169
  Wyman School, 5:126, 128
Sciarappa Street, 1:94, 95
Scott Street, 2:3, 114
Scully, Vincent, 4:108; 5:94
Seagrave Road, 5:45, 173 (357)
Sealy Co., 1:60-61 (121); 5:154
Sears, Roebuck and Co., 2:111; 5:112, 142-143 (283), 160 (330), 164-165
Seaver, Joseph, 3:22
Seckel Street, 3:141
Second Street, 1:95
Sennott Park, 3:19, 144 (378); 4:72; 5:6
Seven Pines Avenue, 5:22
Seventh Street, 1:96 (215)
Sever, Anne, 4:164
Sewall, Jonathan, 5:14
Sewall, Professor Stephen: house, 4:20
Sewall estate, 4:155
Sewing machine: invention of, 1:14
Shady Hill: architecture, 2:98, 106, 114; history, 2:8, 11, 14, 23, 28-31, 32, 33, 101; 4:25, 26, 68, 156; map, 2:48
Shady Hill house, 2:28 (24), 30, 31, 108; 3:47; 4:11, 21, 87
Shady Hill Square, 2:30-31, 106, 114
Shaler Lane, 4:61
Shattuck, George, 4:176
Shaw, Pauline Agassiz, 3:49
Shaw house, 2:79 (163), 91 (205)
Shawmut Iron Works, 3:28
Shea Road, 5:22
Shell Oil Co., 5:149
Shepard, Thomas, 4:17, 135; 5:11
Shepard Street, 4:48
Shephard, S.G., 5:148 (299)
Sheridan Square, 5:172
Sheriff and Stratton, 1:42
Sherman, John: farm, 5:12
Sherman Street: architecture, 5:71, 117, 171 (353), 172, 175; history, 5:9, 30, 31, 32, 37, 49, 52 (68), 53
Sherman Terrace, 5:83
Sherman's Pond, 5:12
Sherrill Library, 4:56
Shields, Patrick, 5:53
Shirley, Governor William, 4:19
Shurtleff, Harold, 4:149
Sibley, John Langdon, 4:157
Sidney Street, 3:25, 31
Simon's Hill, 4:16, 62
Simplex Electric Co., 3:28
Simplex Wire and Cable Co., 3:119-121 (307-310), 126, 153; 5:155
Sisters of St. Joseph: convent, 5:136
Sixth Street, 1:64, 65, 96; 3:28
Sky and Telescope building, 5:113 (207)
Slate: use of, 3:68; 4:106; 5:3
Slaughterhouses, 5:153, 161
"Small Lot Hill," 2:11, 13
Smibert, John, 4:152
Smilie, H.B., 4:128
Smith, Ebenezer: house, 5:66 (85)
Smith, Francis, 5:15, 16
Smith, Frank H., 4:136
Smith, Gilbert, 5:155
Smith, John, 5:5, 8
Smith, Miss K.V., 4:144
Smith Place, 5:9, 12, 179, 180
Society for the Preservation of New England Antiquities, 4:73; 5:59
Socony Vacuum Co., 5:148
Soden, Thomas: farm, 3:15, 25, 152
Soldiers Monument, 4:40
Somerville Avenue, 5:17
Sondik and Co., 5:21
South Canal, 1:62, 63 (123), 65; 3:27-28
South Dock, 1:62, 63 (123), 65; 3:27-28
"South Row," 3:106
South Third Street, 1:41
Southside, 4:18
Sparhawk, Nathaniel, 5:10, 11, 12; house, 13-14, 58
Sparhawk Meadow, 5:29
Sparks, Jared, 4:151; house, 1:25, 26 (40-41); 2:52 (74), 109, 113; 4:95, 101 (187), 193
Sparks Court, 4:61; 5:51
Sparks Place, 4:133 (295)
Sparks Street, 4:16, 29, 58, 61, 64 (78); 5:9
Speculative building, 1:12, 15; 2:50, 57, 59, 61, 74, 92, 93, 95, 108; 3:19, 31; 5:72, 76-77, 172, 176; multiple family housing, 5:74, 105; subdivisions, 5:38-39, 39-45; tract housing, 5:47, 54, 75, 78, 88, 99, 102, 109, 110, 111, 116, 177
Spee Club, 4:42 (39)
Spring Street, 1:75, 94-95, 97; 4:23, 41
Spruce Street, 5:42, 53
Squire, J.P., 1:15, 43
Stairways, 2:74, 75, 89
Standard Plate Glass Co., 3:121 (312)
Standish Avenue, 5:49
Standish Street, 5:174
Star Market Co., 5:143, 145, 153 (314)
Stearns, Asahel: house, 2:28, 29 (28)
Stearns, William H., 4:66, 199
Stearns farm, 5:132
Stearns Street, 5:49
Steco Engineering Corp., 3:125 (323)
Stedman Co., E. and S., 4:90
"Steel Row," 5:157, 180
Stevenson, Andrew: house, 4:142
Stickel, Jacob: nursery, 5:151 (312), 152
Stillwell's Stoneworks, 3:28
Stimson, Nathan, 3:22
Stimson, Royal, 5:30; farm, 5:29, 49; house, 5:66-67 (86), 174-175; nursery, 5:152
Stinted Pasture, 5:8, 161
Stockbridge, Ma., 4:117
Stone: use of, 3:69; 4:43
Stone, Gregory: estate, 5:11
Stone, Hicks, 4:123
Stone, Simon: land, 4:70, 72
"Stone Wharf," 1:64
Stony Brook Reservoir, 5:26
Stop & Shop supermarket, 3:109 (276)
Stores, retail, 1:57-59, 95 (214); 5:15, 50, 140-143, 161; shopping centers, 5:143
Story Street, 4:59
Stoughton house, 1:33; 2:83 (179); 4:55, 56, 60, 110, 111, 112 (227); 5:61
Stratton, John: estate, 4:67; 5:12, 14
Stratton, Samuel: house, 5:135
Strawberry Hill, 4:96; 5:4, 9, 26, 37, 46-47, 108, 166, 167, 176-177
Street development, 1:12 (6), 41 (78); 3:15, 31; 5:38; and agriculture, 5:9, 167
Suburban Realty Co., 5:47
Suburbs, 2:8, 23, 60; 5:50, 54, 85, 92, 162, 167, 173
Suffolk Street, 3:18, 146
Sullivan Road, 5:78
Sumner, William Hyslop, 2:27
Sumner Road, 2:27, 106, 109, 113
Sun Oil Co., 5:148
Sunny Road, 5:180
Sunset Street, 5:54
Superior Laundry, 5:35
Survey methodology, 1:8-9, 46-47; 2:2-9 (2); 3:12-13; 5:ix-xi; purpose, 5:iv
Surveying, 5:38
Swan, Mrs. James: house, 4:89
Sycamore Street, 5:44
Sylvester Tower piano key factory, 3:115 (292)

TAC Building, 4:55, 59
Tannery Brook, 5:45
Tapley, Mansfield, 5:15

Taylor Square, 5:49, 175
Technology Square, 3:27, 36, 110 (278); 4:27
Temple Street, 2:22, 24
Tenney Street, 5:74
Terminal Road, 5:179-180
Texas Co. gas station, 5:148
Thatcher, Samuel: estate, 4:69; 5:12, 14; house, 4:69
Thayer Co., Henry, 3:27
Thayer, Nathaniel, 4:160, 162, 166, 172, 175
THEATRES
- Fresh Pond Cinema, 5:32, 145 (289), 179
- Fresh Pond Open Air Theatre, 5:145
- Harvard Square Theatre, 4:27
- Harvard Theatre, 5:144 (288)
- Movie theatres, 5:144-145
- Olympia Theatre, 5:144
- Porter Square Theatre, 5:164, 165
- Porter's Theatre, 5:141, 145
- Somerville Theatre, 5:144
- Sun Shine Theatre, 5:144
- University Theatre, 4:27

Theriault Court, 5:53
Theriault Street, 5:171
Third Street, 1:94, 95
Thomas and Tidd, 4:140
Thorndike Street, 1:41, 75, 92 (208-210)-93, 94-95, 97
Thorp, Annie Longfellow: house, 4:118 (247-248)
Thorp, Joseph: house, 4:117 (242), 118
Tierney Street, 5:14, 29
Tilton, Benjamin, 3:28
Tombstone sculpture, 4:41
Tories, 4:19-20, 21, 39, 58, 64, 73, 83; Tory Row, 1:20, 22; 4:19, 20, 55, 60, 76; 5:14, 61, 110
Torrey Lot: brickyard, 5:28
Towers, 2:82; 5:93, 97-98, 141
Town Hall, 3:25-26
Tracy Co., 5:156 (322)
Traill Street, 4:62
Transportation, public: highways, 3:34; 5:17, 35; horsecars, 1:11, 94; 2:22, 103; 3:26 (20), 27; 4:23-24 (9-10); 5:40, 41 (54), 42-43, 47, 152-153, 162; omnibuses, 1:11; 2:22; 3:22, 26 (19); 4:21-23; 5:40, 46; routes, 1:11-12 (4), 14; 2:11, 22-23 (17), 35, 61, 101; 3:18, 19, 22, 25, 26-27, 33-34; 4:25, 45-46, 53; streetcars, 3:29-31; 4:26; 5:43-44, 47, 49, 138, 152-153, 163, 165; subway, 3:33; 4:43, 44; 5:36, 44, 79, 180
See also Canal system, Street development
Transportation Systems Center, 3:110 (279)
Traymore Street, 2:32, 94 (218), 95, 115
Treadwell, Daniel, 1:25; 4:101 (187); house, 2:52
Trees: use of, 1:93, 94
Tremont Street, 3:55, 142
Trowbridge Street, 2:25, 113-114
Trowbridge Terrace, 2:114
Tudor, Frederic, 5:23-24, 25, 71; family, 5:17; ice business, 5:28, 33
Tufts, Peter, 1:40, 62; 3:37, 38 (31); house, 3:25
Tufts, Timothy, 5:28; house, 5:16
Tufts College, 5:28
Turner, J.A.: brickyard, 5:30, 49, 50
Tuttle Street, 5:52

Underwood, Peter: store, 5:140, 141 (275)
Union Railway Co., 3:27; 5:22, 47, 152, 153
Union Square, 5:17, 162, 163, 165
Union Street, 3:141-142 (372), 144 (379-380)
Union Terrace, 3:141
United Shoe Machinery Corp., 3:123
University Square, 5:50
Upland Road, 5:4, 41, 104, 107, 175
Urban planning, 4:15
U.S. Steel: demonstration house, 5:116

Valentine, Charles, 3:22, 25, 26, 54; Valentine-Fuller house, 1:28 (45); 2:54 (82), 56, 106; 4:87-88
Van Norden Street, 5:172
Vassal Lane, 5:4, 9, 14, 48, 173
Vassall, Henry: estate, 4:19, 20 (5), 60 (70); house, 1:16, 18; 4:56, 60, 75, 78 (109-110), 81, 86, 135
Vassall, John, 5:14; estate, 4:19, 20 (5), 54, 60 (71); house, 1:20; 2:17; 4:80
Vassall-Craigie-Longfellow house, 1:22; 4:54, 80-81 (116-118, 120-121), 86
Vassall family, 4:19; estate, 4:62, 63, 64; tomb, 4:41
Vernacular architecture, 1:45, 67, 75, 77, 80; 2:62, 68, 73, 77, 89, 99; 3:37, 38, 53, 57, 71; 4:96, 116, 124; 5:ix, 65, 67, 88, 90, 94, 101, 112, 113, 115
Veterans of Foreign Wars Posts, 5:129 (246), 130, 169
Veterans housing, 5:54, 80 (122)
Viking explorations, 5:5
Vinal, Albert, 2:24, 74, 105; house, 2:103
Vincent Street, 5:43
Vineyard Street, 5:47

Waite, Charles, 3:106; Waite Building, 3:106 (264)
Walden Park apartments, 5:175
Walden Square, 5:28, 30, 31, 32, 43, 175
Walden Square housing project, 5:83 (128), 133
Walden Street, 5:9, 10, 41, 43, 49, 50, 74, 170, 175
Walker, C. Howard, 5:158 (328)
Walker Street, 2:104; 4:48, 50
Walling Map, 1:93; 2:9, 18, 26 (21), 50, 102; 3:22, 23 (17); 4:23, 35, 36, 63 (77)
Wallpaper: use of, 1:21
Walnut Street, 4:52, 53 (56)
Walton, John, 5:136
Walton brothers: estate, 4:47
Walworth Manufacturing Co., 3:114
War of 1812, 1:13, 40, 51, 63; 3:19, 37; 4:21
War Memorial Gymnasium and Pool, 2:103, 110
Ward, Artemas, 2:17
Ward Baking Co., 3:138
Ward family: claypits, 5:28, 29, 30
Ware, Henry, 2:28, 29; house, 2:28
Ware Field, 5:13, 15
Ware Street, 2:105, 114
Warehouses, 3:124-125
Warland Lot, 5:51
Warner House, 2:65 (116); 4:202
Warren, Henry C.: house, 2:25 (20), 26, 31, 113; 4:21, 166
Warwick Park, 5:170
"Wash Tub Square," 4:57
Washburn Avenue, 5:44, 172
Washburn Terrace, 5:12, 15
Washington, George, 1:39; 2:17
Washington Avenue, 2:95; 4:51 (53)
Washington Elm, 3:34, 44, 45 (57), 147; 4:32, 40, 87 (137)
Washington Street, 3:18, 145; 4:53
Watch House Hill, 4:16, 32, 134
Water Street, 4:23, 32, 41
Water system, 5:25-27, 133, 180; filtration plant, 5:151, 180; pumping station, 4:142 (318)
Waterhouse, Benjamin: estate, 4:48; house, 4:39 (33-34), 47, 84
Waterhouse, Mrs. Benjamin: house, 4:93-94 (156, 159-162)
Watertown, 4:16, 17, 19, 69; 5:8, 9, 12, 57-58, 59
Watertown Branch Railroad, 5:46, 136, 180
Watertown-Charlestown highway, 1:39; 5:12, 58, 60
Watertown Road, 5:17, 18, 46
Watson, Abraham: estate, 5:12, 39, 41; house, 5:15, 171
Watson, Abraham, Jr.: house, 5:15, 61 (76), 62-63 (78), 64, 167
Watson, Daniel: estate, 5:42; house, 4:62, 83-84 (129-131), 86; 5:15, 57, 62, 63-64 (79-80)
Watson, Isaac: farm, 5:22, 39, 43; house, 5:15, 137
Watson, Jacob: house, 5:15, 16, 59-60 (73-75)
Watson, John: estate, 5:12; house, 5:15, 59
Watson, Nathan: house, 5:15
Watson, Thomas A., 3:114
Watson, William, 3:17; land, 3:18
Watson-Davenport estate: subdivision, 5:43
Watson's Corner, 5:15, 16
Watson's Plain, 5:13, 14 (14)-16, 37, 39, 60, 161
Watson's Pond, 5:162 (331)
Webber house, 4:33 (15), 34, 35
Webster Avenue, 3:17
Wellesley Hills, Ma., 1:35
Wellington, Dr. Palsgrave, 5:135; house, 5:12, 14
Wellington-Harrington Corp., 5:iv
Wells, William, 4:144
Wells family: house, 4:66
Wendell, John Mico, 2:31
Wendell, Katherine, 2:31
Wendell, Oliver, 2:17
Wendell Street, 2:11, 31, 69
West Cambridge, 4:18; 5:ix, 178-180; agriculture, 5:9; industry, 5:33-36, 157, 180; maps, 5:34 (44), 35 (46)
West Cambridge Industrial Park, 5:36
West Cambridge Station, 5:139 (271)
West Chester Park, 3:31, 32
West Dock, 1:62, 63 (123), 64
West End Field, 4:16
West End Iron Works, 5:36, 157, 179 (372), 180
West End Street Railway, 5:43, 152
West Fields, 5:12, 13
West Street, 2:24, 114
Western Avenue, 3:54, 152 (398)
Western Avenue Power Plant, 3:126 (324)
Westley Avenue, 5:53
Wetherell, Jeremiah, 3:22
Wheeler Street, 5:25, 179-180
White, Artemas, 5:40, 88, 89
White, Peter, 5:114 (211)
White Street, 5:40, 88
White Village Shopping Center, 5:36, 143
Whitney, Abel, 5:41
Whitney, William: house, 4:26, 59
Whitney Avenue, 5:50
Whitney family: estate, 4:51
Whittemore, C. Frank: house, 1:26 (42); 2:53 (79), 78 (158), 103
Whittemore, John: farm, 5:12
Whittemore, Samuel: house, 5:15; subdivision, 5:43
Whittemore, Thomas, 3:28, 145; 4:21
Whittemore Avenue, 5:43
Whittier Street, 5:43
Wigglesworth house, 1:16, 17 (8); 4:33 (13-14); and estate, 4:155
Wiklow Street, 5:49
Wilbur Street, 5:53
Willard, Lyman, 5:136
Willard, Sidney, 3:25
Willard Street, 4:58, 61
William Street, 3:151
Williams, George: house, 2:54 (83)
Willis, Stillman: house, 4:92
Williston, Lyman, 4:144; house, 4:98 (177)
Willoughby, Charles, 5:5
Wilson, A.O., 5:35, 157 (326)
Winchester, A.E. and W., 1:42
Winchester, W.P.: house, 4:72
Windmill Hill, 4:25
Windows, 3:71, 120; 4:106; bay windows, 2:88, 90; dormer, 3:68; fanlight, 1:22; stained glass, 2:90-91; and shutters, 4:77
Windsor Street, 3:141 (370), 146
Winslow Street, 5:49, 51, 52, 175
Winter Street, 1:41, 94
Winthrop, John: house, 5:61; journal, 5:58; map, 5:2 (5), 8
Winthrop, William, 2:102; house, 4:21, 42, 87
Winthrop farm: brickyards, 5:29
Winthrop Square, 4:21, 30 (11B), 31, 32, 44
Wiswall's Den, 4:33 (14, 16), 35
Wood, W.: *New England's Prospect*, 4:31
Wood, William: house, 2:82-83 (177)
Wood: use of, 4:115-116; Woodworking industry, 1:43
Wood Street, 4:23, 32; 5:43
Woodbridge, Samuel, 5:43
Woodbridge Gymnasium, 5:125
Woodbridge Street, 5:43, 169 (347)
Woodbridge's livery stable, 5:146
Woodland cultures, 5:5
Woodland Street, 5:46
Woodrow Wilson Court, 3:34, 147, 148 (389), 149
Woodruff, Hiram, 5:137
Woodward, James, 5:94, 95 (154)
Woolworth's building, 3:107 (267)
Worcester, G.E., 4:67-68
Worcester, J.C.: estate, 4:63; house, 4:62
Worcester Street, 3:18, 146 (385)
World War I, 1:15
Wright, Samuel, 5:87, 88 (135), 90 (142)
Wright Street, 4:49
Wyeth, Ebenezer: estate, 1:40; 4:67 (87); 5:14, 46, 48, 49; house, 4:67, 68, 85, 86
Wyeth, Jacob, 5:17; hotel, 5:135-136; house, 5.66
Wyeth, Job: estate, 5:52
Wyeth, John: house, 5:86 (132)-87, 177
Wyeth, Jonas, 3:19; 5:14, 30, 87; estate, 5:30, 47; house, 4:67
Wyeth, Jonas, II: estate, 4:54; house, 4:98
Wyeth, Jonathan: house, 4:51
Wyeth, Mary: house, 4:54, 95 (166)
Wyeth, Nathaniel J., 5:24, 71; brickyards, 5:28, 29, 30, 31, 32, 53, 68 (88), 73, 172; ice business, 5:27, 46, 151
Wyeth, Noah: house, 4:54, 85, 86
Wyeth, Stephen: house, 4:90
Wyeth family, 5:16; tenant houses, 5:64-65, 125, 176; Wyeth-Haynes house, 5:174, 176 (365); Wyeth-Smith house, 5:66 (85)
Wyeth Square, 5:49
Wyman, Dr. Morrill, 4:65
Wyman Road, 4:64 (80)

Yates, Alfred: brickyard, 5:28, 31, 34 (45), 158
Yates Pond, 5:32
Yerxa-Field house, 2:95; 4:111-112 (220-224), 113
Yerxa Street, 5:172
Yorktown Avenue, 5:44
Y.M.C.A., 3:103-104 (251-254)
Y.W.C.A., 2:111; 3:104 (255-256)

Zoning regulations, 2:23, 46, 101, 103, 104; 5:38
See also Deed restrictions

Street Address Index

Report number in bold face. Page numbers in ordinary type. Illustration numbers in parentheses.

Aberdeen Avenue
28-30, 5:75 (108), 109
54-56, 5:177
56, 5:86 (132),-87
64, 5:108
92-94, 5:109
118-120, 5:109 (194)

Acorn Park
15, 5:145 (292), 146

Albany Street
63-77, 3:115 (293)
138, 3:138
144-170, 3:138
157-195, 3:125 (321)
224, 3:138
252-260, 3:121 (311)
270, 3:13 (5), 121 (312)

Alberta Terrace
8, 5:87
14, 5:76 (112)
14-24, 5:78 (115)

Alewife Brook Parkway
30-31, 5:109 (193)
40, 5:124 (231)
121, 5:156 (322)
136, 5:149, 150
150-202, 5:143 (285)
168, 5:145 (289), 179
175, 5:145
185, 5:145 (290)
210, 5:145

Allen Street
14-20, 5:121
and Orchard Street, 5:162

Allston Street
214-226, 3:146

Amherst Street
79, 3:139 (367)

Amory Street
19-21, 2:62 (105A), 112

Amory Street
19-21, 2:62 (105B), 112
84, 2:112

Antrim Street
46-48, 2:62 (105A), 112
125, 1:24 (35), 25; 2:112

Appian Way
6, 4:200
14, 4:23, 62, 90
15, 4:62, 69, 90

Appleton Street
40, 4:114, 115 (236)
43, 4:114
71, 4:97, 109-110 (214-218)
88, 4:65
89, 4:65, 105 (202)

Arlington Street
1-3, 1:86 (197),-87
1-9, 4:46
15, 4:52, 133
17, 4:52
28, 4:107 (206)
30, 4:107
33, 4:51
37, 1:31; 4:52, 105, 106, 107 (207)

Arrow Street
24, 4:138 (305)

Ash Street
5, 4:119
9, 1:36; 4:60, 130
13, 4:133
19, 4:60, 90
and Mason Street, 4:56

Ash Street Place
6, 4:97

Auburn Street
17-20, 5:169
108, 3:52 (81)
156, 3:50
158, 3:50 (72)
172, 3:25

Austin Street
39, 3:74
49, 3:71 (147B)
85, 3:79 (178)
99, 3:55 (92), 144-145 (381)
145, 2:112
147, 2:112
and Columbia Street, 3:87 (198)

Avon Hill Street
24, 4:101
32, 4:101

Avon Hill Street
40, 4:122
71, 4:52, 122 (259)
109, 4:95
117, 4:52

Avon Street
16, 4:119
32, 4:96
38, 4:96
42-44, 4:95, 100

Bates Street
17, 4:52
21, 4:52

Bay State Road
9, 5:157
49, 5:113 (207)

Beech Street
9, 5:125
11, 5:168
14, 5:168 (345)
15, 5:168
16, 5:124 (232), 168
and Massachusetts Avenue, 5:162 (331)

Bellis Circle
40, 5:117

Berkeley Street
4, 4:63 (75), 98
5, 4:63, 98
6, 4:98, 99 (178-181)
11, 4:112, 113 (229), 130 (286)
12, 4:63
15, 1:27; 4:63, 98 (177), 144
16, 4:63, 121 (254-256)
20, 4:63
22, 4:63

Berkshire Street
28, 3:22-25
and York Street, 3:88 (202)

Bigelow Street
5, 2:70 (133), 112
6, 2:112
7, 2:112
8, 2:112
9-11, 2:112
10-12, 2:91, 92 (206), 112
11, 4:106
17, 2:112
22, 2:70 (136), 112

Binney and Potter Streets
3:119 (305)

Blanchard Road
0, 5:116

Blanchard Road
2, 5:115 (212), 116
3, 5:112, 113 (205)
5, 5:115 (214), 116
7, 5:113, 114 (208)
10, 5:116
11, 5:115 (213), 116
12, 5:114 (211)
and Concord Avenue, 5:17
and Normandy Avenue, 5:55

Boardman Place
3-4, 3:144

Bolton Street
73, 5:73 (102)
93, 5:133

Bow Street
9, 3:70 (146)
12, 4:90

Bowdoin Street
1-11, 4:49
1-17, 4:132
35, 4:90
and Martin Streets, 4:49

Boylston Street
10-14, 4:90
12-14, 4:35
64, 4:20, 75, 83 (128), 86, 146
and South Street, 4:42 (37B)

Bradbury Street
22-28, 4:61
38, 4:62, 90

Brattle Street
1, 4:90
13-15, 4:43
38, 5:113
42, 1:18 (16, 17); 4:43, 44, 78 (107, 108), 86; 5:61
44, 4:55
45, 4:43, 60, 62, 90
48, 4:55 (61), 105 (199)
54, 4:44, 56, 90
55, 1:19 (20); 4:62, 86
63, 4:62, 90
64, 4:56 (62)
69, 4:56 (63), 62
73, 4:90
75, 4:62
76, 4:56, 60, 90, 104 (196); 5:121
77, 4:56 (63), 62, 90, 91
79, 4:145
83, 4:23, 62, 84, 86
85, 1:28, 30 (54); 4:71, 96, 97 (172-174), 157
90, 2:83 (179)
94, 1:16, 18, 74 (154); 4:60, 75, 78 (109, 110), 86
99, 4:62, 83, 86, 139 (308)
101, 2:52 (75), 54; 4:62, 87, 95-96 (169), 139
105, 4:80, 81 (116-118, 120, 121), 86

Brattle Street
112, 1:24 (36); 4:57, 94 (163, 164)
113, 4:57
114, 4:125, 126 (272)
115, 1:33 (64), 34; 4:57, 118 (247, 248)
116-124, 4:57
121, 4:62, 96, 101
121-131, 4:57
124, 4:125
126, 4:57, 123
128, 1:30 (55); 4:57, 123, 124 (265)
133, 4:132 (291)
134-136, 4:57, 100
138-140, 4:57
140, 4:125, 126 (273)
142, 1:34
144, 4:91
145, 4:65, 82 (123-125), 86, 118, 125, 126 (271)
146, 4:57, 61 (73), 85 (136), 126
147, 4:114, 115
149, 4:57, 64, 82 (123-125), 86
152, 4:57
153, 1:22; 4:57, 65, 83 (127), 90
156, 4:105, 108
157, 4:57
158, 4:57, 62, 119 (250)
159, 1:16, 22; 4:57, 65, 75 (100, 101), 77-78 (105, 106), 86
160, 4:57, 62, 133
162, 4:57
163, 4:21, 57, 65, 87, 90
164, 4:57, 105
167, 1:32 (61); 2:95; 4:57, 116 (239), 123
168, 4:57, 62, 117 (242), 118, 139
170, 4:62, 95, 96 (170)
175, 2:98; 4:57, 66, 82 (122), 86, 144
183, 4:57
195, 4:123
199, 4:58, 71, 132 (292)
202, 4:123, 128 (280)
237, 4:128
245, 4:90
251, 4:124
and Ash Street, 1:33
and Mount Auburn Street, 4:58

Brewster Street
6, 4:122
23-25, 4:116 (241)

Broadway
124, 3:109
145, 3:115 (292)
205, 1:60, 61 (120)
223-225, 3:42 (43)
251-253, 3:144
267, 1:25 (37); 3:56 (94), 143
297, 3:142
301-303, 3:143 (376, 377)
311, 3:89 (205)
315-317, 3:56
326-328, 2:67 (122); 3:62
329, 2:112
330-332, 2:109 (234A, B)
334, 2:71 (138), 112; 4:106
335, 2:112
378, 2:112
384, 2:112
407A-11, 2:73 (149), 112
413-425, 2:73 (148), 112

Broadway
  and Boardman Street, 3:87 (199, 200), 143 (375)
  and Cambridge Street, 2:46, 111
  and Ellery Street, 2:44
  and Fayette Street, 2:40
  and Inman Street, 2:41
  and Sixth Street, 3:94
  and Windsor Street, 3:91 (210), 95 (220)

Brookford Street
16-18, 5:173
42, 5:155

Brookline Street
59, 3:51 (77), 53
301, 3:60
302, 3:74 (159)
308, 3:151
  and Allston Street, 3:94 (218)
  and Auburn Street, 2:13, 24; 3:121

Brown Street
14, 4:61
17, 4:20, 61, 62, 83, 86

Bryant Street
5, 2:114
7, 2:98, 99 (225), 114

Buckingham Street
4, 1:36 (70); 4:63, 129, 130 (283-284); 5:114
10, 4:145 (324)
11, 4:144
13, 4:63, 144
19, 4:63
23, 4:108 (208-210), 123
29, 4:116 (240)
50, 4:63, 116

Burns Road
12, 5:108 (190)-109

Cadbury Road
10, 5:129 (243)

Cambridge Parkway
31-37, 3:123, 124 (318)

Cambridge Street
86, 1:43
262, 1:47
262-266, 1:70 (139)
266, 1:47, 73 (148)
292, 1:56, 57 (108, 109)
303, 1:56 (104, 105)
305, 1:56 (106), 88, 89 (203)
341-343, 1:58
390-392, 1:70 (141), 87 (200), 88 (202), 94
457-459, 1:87 (198)
462, 1:87 (199)
467, 1:23 (31), 67 (130), 72 (142-144)
469, 1:74, 75

Cambridge Street
469-473, 1:58, 94
521-523, 1:58 (111)
540, 1:58 (112), 59, 94
566, 1:58
616, 1:58
1030-1032, 1:89 (205)
1426, 2:112
1520, 2:112
1531, 2:84 (181), 112
1643, 2:87 (192, 193), 112
1653, 2:112
1667, 1:68 (137), 69 (138); 2:93 (213), 95, 112; 3:43 (49)
1689-1691, 2:112
1707-1709, 2:112
1715-1717, 2:60 (103, 104), 103, 112; 3:56
1727, 2:76, 77 (155), 112
1737, 2:65
1746, 2:76, 77 (154), 112
  and Fourth Streets, 1:49 (83)
  and Hampshire Street, 3:106 (264)
  and Prescott Street, 2:111
  and Third Street, 1:47

Camelia Avenue
10, 2:112

Camp Street
1, 5:115

Cedar Square
1-5, 5:237
19, 5:99 (167), 100
21, 5:99 (167), 100

Central Square
3:85 (191)

Centre Street
5, 2:112
18, 2:112
19, 2:53 (76), 54, 55 (85, 86), 56 (90), 112
19A, 2:112

Channing Place
2, 4:123
5, 4:62
15, 4:115

Chauncy Street
21, 4:145

Cherry Street
71, 1:23 (32); 3:48 (64-67)
128, 3:56
167, 3:51
169, 3:51

Chester Street
5, 5:94, 169
9, 5:92, 93 (149)
10, 5:97, 98 (163)

Chester Street
52, 3:72
65, 3:74-75 (162)
105, 3:73 (154)
108/1 Hastings Square, 3:65
111, 3:73 (154, 155)
164-166, 3:41 (39)
183-185, 3:75 (165)
225, 3:60

Chilton Street
85, 5:117
146, 5:111 (200)

Church Street
23-25, 4:141, 142 (316); 5:113
26, 4:44
31, 4:44
31-33, 4:142 (316)
53, 4:90, 144
  and Palmer Streets, 4:25

Churchill Avenue
16, 5:67 (87), 173
56, 5:87

Clarendon Avenue
17-21, 5:155 (320)
35, 5:83 (129), 153 (316)

Clay Street
57, 5:21

Cleveland Street
1-3, 2:112
2, 2:112
5, 2:99 (227), 112
10, 2:82 (174), 112

Clifton Street
30, 5:87
60, 5:53
104, 5:53

Clinton Street
3, 2:96, 97 (221), 112
11-13, 2:68 (126), 112
12, 2:79 (161), 112
15, 2:112
21, 2:62 (106B), 112
26, 2:70 (134), 112
28, 2:112

Cogswell Avenue
  and North Avenue, 5:162

Columbia Street
56-58, 3:68
88, 3:75 (164)
146, 3:69
  and Lincoln Street, 3:93-94 (216, 217)
  and Market Street, 3:142

Concord Avenue
12, 4:115
34, 4:145 (322)
37, 4:54
146, 5:52
148, 5:52
199, 5:148 (301)
208-212, 5:142
214, 5:174
219, 5:87 (134)
227, 5:87, 174
234, 5:148
263, 5:76 (111)
266-270, 5:142 (282)
299, 5:147 (298)
345, 5:148
385, 5:108 (189)
445, 5:155, 157
450, 5:129
451, 5:158
473, 5:66
479-481, 5:66
480, 5:149
515, 5:71 (97), 179
545, 5:148
555, 5:149
603, 5:148 (302)
611, 5:144
619, 5:150
645-647, 5:90 (140), 179
650, 5:132 (255)
765, 5:157
777, 5:149
799, 5:132 (256)
  and Blanchard Street, 5:54 (69)
  and Chilton Street, 5:37 (49)

Concord Turnpike
205, 5:149
602-615, 5:179

Coolidge Avenue
34, 4:69
141, 4:92

Coolidge Hill Road
6, 4:69
8, 4:69, 90
10, 4:69, 88, 90
24, 4:69, 90
115, 4:79 (111), 126
144, 4:62, 69, 90, 91 (150)
148, 4:127 (275-277)
177, 4:128 (281)
197, 4:129 (282)

Cottage Park Avenue
24, 5:155

Cottage Street
13, 3:58, 59 (102)
36, 3:56
36-50, 3:151 (396)
43-45, 3:62
50, 3:57 (95)

Craigie Street
3, 4:102
14, 4:63
15, 4:63, 144
19, 4:146 (325)
23, 4:63, 105 (198)
24, 1:30, 31; 4:133 (297)
25, 4:63, 102-104 (190-195)
27, 2:64 (113); 4:57, 63, 102 (189)

Creighton Street
45-47, 5:69 (94)
  and Regent Street, 5:20 (19)

Crescent Street
24-26, 2:92 (208), 115
51, 2:115

Cushing Street
74, 5:176
124, 5:118 (220), 126 (237)
130, 5:125 (235), 126, 176
136, 5:176
138, 5:125
139, 5:89 (137), 176
143, 5:109 (195), 110

Dana Street
5, 2:57-58 (96), 112; 4:82 (126)
7, 2:55 (87), 56, 58 (97), 112; 4:96
8, 2:33, 53 (77, 78), 105, 112
10, 2:100 (228), 112
11, 2:112
26, 2:112
29, 2:112
32, 2:112
36, 2:112
37, 2:112
43-47, 2:96, 112
49, 2:112
51-57, 2:112
61, 2:112
69-69A, 2:112
73, 2:93, 94 (215), 112

Davenport Street
5, 5:129 (244), 169
8, 5:103 (175)
11, 5:163
51, 5:90, 91 (143), 169

Day Street
15, 5:105 (181)

Divinity Avenue
2, 4:180
26, 2:54 (80)

Donnell Street
6, 5:87
18, 5:67
21, 5:25 (28), 66, 67 (86), 70, 174
22, 5:73
30, 5:117

Dover Street
16-18, 5:91 (144)

Dudley Street
51, 5:170 (350)
54-60, 5:144
115-117, 5:78 (117)

Dunster Street
30, 4:84, 86
46, 4:90, 185
53, 4:42, 95 (168), 185
64, 4:86
69, 4:90, 185
  and Mount Auburn Street, 4:134

Eighth Street
11, 1:73 (152)

Eliot Street
8, 4:90

Ellery Street
8, 2:59 (99), 112
10, 2:112
12, 2:112
20, 2:59 (100), 112
43-49, 2:91, 92 (207), 112
53, 2:112
65, 2:112
74, 2:112
84-86, 2:73 (146), 112
96-102, 2:112

Florence Street
7, 3:60 (111)

Ellsworth Avenue
5, 2:112
8, 2:84 (182), 112
27, 2:112

Elm Street
100, 5:88 (136), 89
112, 5:90 (141)
128, 5:90, 91 (143)
140, 5:93 (150), 169
145, 3:50 (70)
164, 5:169
174, 5:76, 77 (114), 98, 169
206, 5:124

Elmwood Avenue
20, 2:96
30, 4:83, 84 (129-131), 86; 5:62, 63-64 (79, 80)
33, 4:85 (134), 86

Erie Street
170, 3:73
195, 3:73 (157)

Essex Street
42, 3:73 (157)

Essex Street
42, 3:145

Everett Street
6-8, 2:115
27, 2:115

Exeter Park
1-7, 2:115

Fairfield Street
51, 5:105, 169 (349)

Fairmont Street
22-24, 3:53
23, 3:52 (82)
26-28, 3:53
55-57, 3:55 (88), 150

Fairview Avenue
7, 5:104

Farrar Street
17, 2:87 (191), 114

Farwell Place
4:20, 90, 91, 196

Fawcett Street
70, 5:156 (321)

Fayerweather Street
4, 4:128
5, 4:114
10, 4:79, 126
16, 4:114-115 (237)
22, 1:34 (65); 4:85 (135), 119, 125
27, 4:123, 124 (264)
28, 4:66, 117-118 (243-246)
31, 4:66
45, 4:66, 130 (285)
46, 4:131
55, 4:66, 124, 125 (269)
59, 4:91, 125 (270)
73, 4:122 (258)
97, 5:74, 75 (107)
104-112, 5:74 (105)
171, 5:108 (191), 109
  and Field Street, 5:50

Fayette Park
2:112

Fayette Street
5, 2:92, 112
7, 2:92, 112
12, 2:112

Fayette Street
21-23, 1:27 (44), 28, 81 (176), 84 (187); 2:54 (83), 112
26, 2:74, 75 (152)
26-28, 2:66 (118), 68, 112
31-33, 2:112
32, 2:112

Felton Street
11, 2:112
  and Cambridge Street, 2:42

Fifth Street
215, 3:117 (298), 126 (325)
231-239, 3:117 (299)

Follen Street
1, 4:53 (58), 111, 112 (225, 226)
6, 4:105
8, 4:133
9, 4:47, 92-94 (156, 159-162)
10, 4:108, 109 (211)
13, 4:48
20, 4:128
22, 4:47, 131 (288)
25, 4:115
29, 4:47, 91 (152)
44, 4:47, 105

Forest Street
5, 2:115
6, 2:115
8A, 2:115
9, 2:115
10, 5:113
11, 2:115

Foster Street
59-65, 4:91

Fourth Street
72, 1:47
  and Bridge Street, 1:14
  and Thorndike Street, 1:95

Francis Avenue
1, 2:29 (25), 102, 114
9, 2:114
14, 2:86 (189), 95, 114
16, 2:114
17, 2:95
19, 1:33 (63); 2:86 (190), 87, 95, 114
23, 2:114
32, 2:114
44, 2:114
64, 2:100 (229), 114
67, 2:98 (224), 114

Franklin Place
2, 3:52

Franklin Street
109-117, 3:120, 121 (309, 310)
112, 3:119
348, 3:152
460, 3:73
488, 3:76 (169)

Fresh Pond Avenue
275, 5:178 (371), 179
307, 5:150
345, 5:148 (300)

Fresh Pond Lane
41, 1:35 (67)
57, 1:35
59, 4:124

Fresh Pond Avenue
275, 5:178 (371), 179
307, 5:150
345, 5:148 (300)

Fresh Pond Lane
41, 1:35 (67)
57, 1:35
59, 4:124

Fresh Pond Parkway
17, 4:67, 85
36, 4:121
60, 4:127 (278)
72, 1:35 (68); 4:128
99, 4:128
101, 4:128
103, 4:128
250, 5:133 (257)
250-275, 4:142 (318)
275, 5:26 (30), 133
355, 5:149 (305)
  and Mount Auburn Street, 4:68, 69

Frost Street
5, 2:107
10, 2:15 (8), 32, 115
17, 2:84 (180), 107, 115
18, 2:115
55-61, 2:115

Garden Street
0, 4:136 (301)
1, 1:23 (29); 2:15; 4:90, 91 (149), 136; 5:65
2, 4:136
3, 4:23
8, 4:144, 145
10, 1:22-23; 4:87-88 (138, 139), 90
20, 4:145, 147
25, 4:48 (46)
33, 4:122
44, 4:119
50, 4:112, 113 (228)
58, 4:54, 102

Garden Street
63, 2:65 (116), 102 (188)
79, 4:90
84, 4:76
88, 4:54, 88 (140-142), 90, 130
99, 4:54, 95 (166)
107, 4:85, 86
113, 5:130 (249), 167
128, 5:110 (196)
132, 5:71
161, 5:129
180, 5:116
247, 5:116 (216)

Garden Terrace
6, 4:123 (261, 262)
7, 4:121 (253)
11, 4:97, 124

Garfield Street
16, 2:115
19, 2:115
28, 2:82 (170), 115
31-33, 2:80, 81 (166, 169), 115
34, 2:115
36, 2:80, 81 (167), 115
39, 2:115
44, 2:115
45, 2:9 (2), 80, 81 (168), 115
49, 2:83 (178), 90 (202), 115
54, 2:115
55, 2:88 (198), 89, 115
64, 2:115
67, 2:115
80, 2:115

Gerry's Landing
30, 4:124, 125 (268)
40, 4:130, 131 (287)

Gibson Street
21, 4:95

Gore Street
45-51, 3:55
86, 1:73 (150), 74, 94
122, 1:86 (194)

Gorham Street
2-4, 2:115
6-8, 2:115
28, 2:115
32-34, 2:115
36-38, 2:115

Granite Street
9-11, 3:41 (40)

Grant Street
27, 3:53 (83), 153

Gray Gardens East
2, 4:126

Gray Gardens East
9, 4:54
11, 4:54, 131
16, 4:124
17, 4:54, 128
22, 4:54
26, 4:54
27, 4:54
30, 4:76

Gray Gardens West
4, 4:54, 126 (274)
20, 4:54, 84 (133), 86, 110

Gray Street
16-22, 4:133
25-27, 4:122
26, 4:49, 90, 91
31, 4:112

Green Street
280, 3:51
516, 3:152

Griswold Road
40, 5:111, 112 (202)

Grove Street
191, 5:116
219, 5:114 (209, 210)
261, 5:112 (203)

Grozier Road
37, 4:122 (257)

Hamilton Street
222, 3:151

Hammond Street
21, 2:115
27-29, 2:115
55, 2:115
65, 2:115

72-74, 3:55 (89)
96, 3:47 (63)
  and Portland Streets, 3:118 (300-303)

Hancock Park
2, 2:112
4, 2:112

Hancock Place
2-4, 2:24 (18), 112

Hancock Street
43, 3:56
104-106, 2:112
110, 2:57, 58 (95), 112
116, 2:112

Hancock Street
118-126, 2:112
123, 2:57, 58 (94), 112
148, 2:68 (128), 112
172, 2:79 (172), 113
177, 2:113

Harvard Street
163, 3:83 (186)
172, 3:50, 51 (73-76), 144, 155 (406, 407)
180, 3:82, 83 (184)
197, 3:65 (127)
201-203, 3:68
210, 3:60, 61 (113)
212-214, 3:51 (78), 144
277, 2:113
280, 2:82, 83 (175), 88 (196), 89, 90 (201, 203), 103, 113
284, 2:95, 103, 113
295, 2:100, 113
298, 2:82, 83 (177), 88 (197), 90 (204), 96, 103, 113
302-308, 2:113
307, 2:113
314, 2:80 (164), 103, 113
317, 2:54 (81)
318, 2:113
320, 1:80 (170); 2:103, 113
322-324, 2:103, 113
323, 3:80
325, 2:103, 113
326, 2:88 (195), 89, 113
328, 2:113
329, 1:26 (42); 2:53 (79), 56 (91), 103
330, 2:103, 113
335, 2:57 (92B), 103, 113
336, 2:103, 113
338, 2:66, 67 (120), 103, 113
339, 2:85 (187), 86, 103, 113
340, 1:89; 2:84, 85 (186), 103, 113
341-343, 2:113
351, 2:56 (90B)
352, 2:113
354-356, 2:93, 94 (216), 113
357-359, 2:73 (145), 113
367, 2:96, 97 (222), 113
369, 2:76, 77 (156), 113
371, 2:113
376, 2:113
382-392, 2:92, 93 (210), 113
387, 4:197
  and Callender Street, 3:93, 94 (215)
  and Essex Street, 3:97 (228-230)
  and Lee Street, 2:103
  and Massachusetts Avenue, 2:110
  and Norfolk Street, 3:82 (183)
  and Windsor Street, 3:95 (219)

Harvey Street
35, 5:123
45, 5:123 (229)
69, 5:127 (239), 171
76, 5:124 (233), 125, 171
95, 5:155
119, 5:69 (92), 171
143, 5:171
216-218, 5:116
  and Whittemore Avenue, 5:180

Haskell Street
11-13, 5:105

Hawthorn Street
11, 4:43, 60, 62, 90
15, 4:60
25, 4:115
36, 4:119
41, 4:122
48, 4:91

Hemlock Circle
5, 4:131

Hemlock Place
1, 4:76

Henry Street
65, 3:76
75, 3:74 (160, 161)
82, 3:73-74 (158)
106, 3:72 (151)
112, 3:74
120, 3:73

Highland Avenue
16, 2:84, 85 (183), 96, 113
19, 2:113
20, 2:84, 85 (184, 185), 96, 113
36, 5:113
63, 2:113
64, 2:113
81, 2:113

Highland Street
1, 4:66, 119 (249)
8, 4:115 (238)
11, 4:66
17, 4:66
24, 4:124
45, 4:66
48, 4:97, 124 (266)
51, 4:66, 108
53, 4:108
54, 4:66
61, 4:131
64, 4:97

Hilliard Place
5-7, 4:90

Hilliard Street
12-20, 4:59
15, 4:96
17, 4:96

Holden Street
41, 2:114

Hollis Street
9-11, 5:110 (197)
10, 5:90 (142), 170

Hollis Street
21, 5:100 (168), 101

Holmes Place
  and Kirkland Street, 2:37

Holworthy Street
10, 5:68 (90)
45-49, 5:65 (83), 177

Holyoke Street
12-14, 4:142
13, 4:143
  and Mount Auburn Street, 4:137 (303)

20, 5:116

Hubbard Avenue
20, 5:116

Hubbard Park
8, 4:113
15, 4:122 (260)
26, 4:97, 123, 128 (279)

Humboldt Street
9-11, 4:101
10, 4:101
15, 4:101

9, 4:114, 115 (235)
35, 4:49

Hurley Street
232-236, 1:58 (100), 59
318, 1:67 (132), 80, 81 (172), 95

Huron Avenue
161-163, 5:142
165, 5:67 (86)
165-171, 5:143
320, 4:146 (326)
333, 5:101, 102 (171)
353, 5:148
421, 5:98-99 (164)
580, 5:176
588, 5:176
610, 5:108 (188), 176
652-654, 5:176
688, 5:129 (246)
700, 5:82
  and Chilton Street, 5:173 (358)

Inman Street
8, 3:79 (177)
17, 2:72 (144), 73, 113
19-21½, 2:74 (150), 113
22-24, 2:66, 113
26, 2:72 (143), 73, 113
78, 2:113
91, 2:113

Inman Street
92, 2:74 (151A), 113
95, 2:74 (151B)
102-104, 2:60, 113
106-108, 2:60 (102), 113
110-112, 2:60, 113
114-116, 2:60, 113
  and Broadway, 2:110; 3:92
  and West Street, 2:111

Irving Street
19, 2:68, 113
23, 2:113
36, 2:78 (158), 113
46-48, 2:113
89, 2:98 (223), 114
95, 2:114
99, 2:114
103, 4:133
104, 2:114
105, 2:114
109, 2:114
110, 2:114
  and Broadway, 2:110

Irving Terrace
6, 2:113

Kelley Street
51, 5:91 (146)

Kelly Road
17, 3:72
32, 3:66 (131, 132)

Kennedy Road
4, 4:131 (290)
11, 4:123
13, 4:131 (289)

Kirkland Place
4, 2:65 (115), 114
9, 2:67 (125), 68, 114
10, 2:114
12, 2:67 (124), 68, 114
13, 2:114
14, 2:29, 114

Kirkland Road
6-16, 2:113
15, 2:89 (199)

Kirkland Street
4, 4:104 (197)
13, 2:29 (27), 114
21, 2:28, 29 (29), 114; 4:95, 101 (187)
34, 2:113
38, 1:24 (38); 2:51 (71), 52, 55 (84), 102,
50-60, 2:92, 93 (211), 113
59-61, 4:161
61, 2:114
  and Cambridge Street, 2:41
  and Kirkland Place, 2:29

Lake View Avenue
12, 4:67, 92
15-17, 4:122
23, 4:131
38, 4:133 (296)
77, 4:106
88, 4:108
94, 4:106 (204)
117, 4:67, 121
174, 5:174 (359)
234, 5:79, 136 (264), 167, 174
255, 5:112
261, 5:112

Lancaster Street
15-19, 4:53
18, 4:114 (233A)
31, 1:32 (62), 33
36, 4:113
37, 2:95; 4:51, 111, 112 (220-224)

Larch Road
22, 4:90
36, 4:67, 68, 85, 86
40, 1:35, 4:128

Larchwood Drive
34, 4:128

Lawrence Street
11, 3:55

Lee Street
9, 2:113
12, 2:113
15-17, 2:66 (117), 113
16, 2:113
32, 2:113

Leonard Avenue
1-24, 2:113

Lexington Avenue
33, 2:97
167, 4:142
245, 5:139 (270)

Linden Street
10, 4:86

Linnaean Street
21, 1:16, 17 (9); 4:50, 73-75 (94-99), 86; 5:59, 60
27-31, 2:97
28, 4:50, 114 (233)
32, 4:50, 105 (200)
33, 1:31 (59); 4:50
37, 4:50
39, 4:50
41-43, 4:52
  and Potter Park, 4:50

Longfellow Park
7, 4:96
15, 4:129

Loomis Street
11, 5:112, 113 (206)
31, 5:112

Lowell Street
7, 4:62
16, 4:101
19, 4:61
28, 4:114 (234)

McLean Place
1-3, 5:137

Madison Street
31, 4:124; 5:78 (116)
35, 5:78 (116)

Magazine Street
11, 3:54 (85)
12, 3:58 (99)
13-21, 3:25, 69 (144, 145), 148
30-32, 3:62
34, 3:60 (110)
39-41, 3:12 (4), 62, 63 (119)
48, 3:69 (143)
50-52, 3:62, 63 (120)
66, 3:65
71, 3:65
81, 3:64 (126)
88, 3:65
89, 3:76
120, 3:56
125, 3:73 (156)
127, 3:60, 61 (112)
129, 3:148
138, 3:60
141-143, 3:75, 76 (166)
145-147, 3:75, 76 (167)
149, 3:60 (111)
152, 3:72 (148, 149)
182, 3:43 (50)
184, 3:75 (163)
  and Auburn Street, 3:148
  and Cottage Street, 3:84, 85 (190)
  and Fairmont Street, 3:149 (390)
  and Franklin Street, 3:90 (208)
  and Perry Street, 3:86 (196)
  and Putnam Avenue, 3:86, 87 (197)

Magee Street
43-45, 3:40 (37)

Main Street
545, 3:42 (45)
549, 3:110
893-907, 3:111 (282)
  and Ames Street, 3:139
  and Osborne Street, 1:14; 3:105 (258
113, 114 (289-291)

Maple Avenue
6, 2:69 (131), 113
8, 2:71 (137), 113
15, 2:113
19, 2:113
20, 2:113
23, 2:71, 72 (142), 113
26, 2:68 (127), 74, 75 (153), 113
27, 2:113

Market Place
11, 3:52 (79)

Market Street
30-32, 3:51
34-36, 3:51

Martin Street
10, 4:114
51, 4:49, 101 (185)
52, 4:49, 95

Marvin Place
3-5, 3:51

Mason Street
20, 4:145

Massachusetts Avenue
40, 3:139 (368)
209, 3:138 (366)
254, 3:123 (316)
430-442, 3:111 (283)
452-458, 3:39, 105, 106 (260)
463-467, 3:106 (263)
468-480, 3:109 (275)
536, 3:102, 103 (250)
579-587, 3:22, 113
614-620, 3:108 (272)
631-641, 3:107 (267)
633-639, 3:107 (266)
636-638, 3:105 (259)
653-655, 3:106 (261, 262)
689, 3:108 (270)
719, 3:108 (271)
763, 3:107 (269)
840-864, 3:112 (284)
872, 3:64 (124, 125), 112 (285)
942-950, 3:67 (137)
958, 4:97
997-99, 2:52 (73), 56 (89)
1000, 3:63, 64 (122)
1010, 3:45 (53)
1016, 5:112, 113
1033, 2:69, 113
1105, 2:71, 72 (141), 78 (159), 113
1246-1260, 4:37 (30)
1300-1306, 4:36 (26)
1300-1316, 4:36, 37 (26-28)
1304, 4:36, 37 (28)
1310-1316, 3:36 (27), 37
1341, 4:77 (103, 104), 86
1380-1382, 4:86
1380-1386, 4:85
1386/4 Boylston Street, 4:86
1564, 4:47, 90

Massachusetts Avenue
1581-1583, 2:115; 4:106 (205), 108
1587, 2:115
1590, 2:95
1626, 4:105 (201)
1627, 1:31 (58); 2:69 (130), 115
1648-1654, 4:46
1665, 1:28 (48); 2:68, 69 (129), 115
1692, 2:95
1700, 4:49
1705, 2:86 (188), 95, 115; 4:90
1713, 2:115
1734, 4:114
1740, 4:50, 92
1751, 2:115
1753, 2:115
1815, 5:142, 143 (283), 160 (330), 165
1845, 5:139, 140 (273)
1851, 5:141 (276), 163
1867, 5:56 (72)
1875, 5:140 (274)
1876, 5:140, 141
1900-1910, 5:141 (277)
1904, 5:141 (277)
1924, 5:120, 122 (225), 150
1925-1927, 5:141
1945, 5:129
1950, 5:129 (245), 164
1953-1957, 5:141
1958, 5:144
1960, 5:144 (286), 164
1963-1973, 5:22
1972-1992, 5:136
1974-1980, 5:137 (266)
1991, 5:121, 122 (226), 135 (261)
1994-2006, 5:140
2000, 5:145, 165
2001, 5:163
2005, 5:164
2007, 5:146, 147 (296)
2026-2040, 5:141
2029, 5:130 (248), 163
2055, 5:149
2060, 5:140
2060-2080, 5:22
2067-2089, 5:22 (23), 150 (308), 154 (317) 163, 167
2072-2078, 5:129, 141, 142 (278)
2081-2089, 5:153, 154
2101-2103, 5:130
2103, 5:168
2107, 5:125
2114, 5:119, 120 (221, 222), 163
2120, 5:167
2131, 5:92 (148)
2143, 5:42, 126
2161, 5:106 (183), 113
2162, 5:59-60 (73-75)
2179, 5:107 (184)
2187, 5:92 (147)
2200, 5:168
2203, 5:167 (342)
2210, 5:94, 95 (155), 168
2218, 5:102 (173), 103, 168
2255-2267, 5:142 (280, 281)
2260-2270, 5:123 (228)
2267-2275, 5:140, 141 (275)
2315, 5:144 (287), 150
2318, 5:168
2321, 5:144 (288)
2325, 5:137
2336, 5:167 (343), 168

Massachusetts Avenue
2343, 5:97 (160)
2353, 5:82
2360, 5:144
2369, 5:152
2375, 5:152 (313)
2380-2390, 5:152 (311)
2390, 5:87
2394, 5:64 (82)
2408-2420, 5:45 (58), 142
2445-2449, 5:142
2456-2460, 5:141
2463, 5:64 (81)
2480, 5:148
2511, 5:148
2525, 5:149 (304)
2551, 5:148 (299)
2595, 5:81 (125, 126)
2617, 5:147
  and Douglass Street, 3:111 (281)
  and Holyoke Street, 4:37 (29)
  and Pleasant Street, 1:28; 3:26, 98 (233), 100 (238)
  and Prospect Street, 3:107 (268)
  and Rindge Avenues, 5:15
  and Roseland Street, 2:31, 37, 110, 111
  and Sellers Street, 3:83-84 (187, 188), 103 (252)
  and Temple Street, 2:111; 3:102, 103 (249), 108
  and Vassar Street, 3:101 (245), 124 (320)

Matignon Road
1, 5:127 (240)
45, 5:131 (251, 253), 173

Meacham Road
20-24, 5:105 (180)

Mead Street
15, 5:126 (238)

Mellen Street
7, 2:115
27, 2:115
37, 2:115

Memorial Drive
50, 3:138 (365)
100, 3:46 (50, 60), 128 (329), 130
305, 3:44, 45 (54); 5:79
410-420, 3:45 (56)
580, 3:122 (313)
600, 3:122 (314)
640, 3:122 (315)
729-739, 3:109 (276)
777, 3:112 (286)
780, 3:123 (317)
867, 3:126 (324)
900, 3:46 (61, 62)
1010, 4:61

Milton Street
12, 5:99 (165)

Moore Street
79, 3:49 (68, 69)

Moulton Street
10, 5:145 (291)
50, 5:145 (293)

Mount Auburn Street
24, 3:69 (142); 4:105
29, 4:138, 144, 145 (321)
69, 5:147 (297)
77, 4:20, 84, 86
78, 4:95 (167)
126, 4:26
127, 3:54; 4:59
145, 4:58
151, 4:100
153, 4:60, 100 (184)
154, 4:100 (182)
156-158, 4:100 (183)
221, 4:61
609, 5:86 (132), 177
625, 5:145
671, 5:149 (303)
693-695, 5:143, 153
701, 5:138 (269), 139, 140 (272)
  and Ash Street, 4:59
  and Belmont Street, 5:134, 135 (262)
  and Fresh Pond Parkway, 4:90
  and Holyoke Street, 4:41

Mount Pleasant Street
22, 5:91 (145)
38-44, 5:175

Muller Avenue
6-8, 5:111 (199)

Myrtle Avenue
1, 2:113
25-27, 2:113

Norfolk Street
68-72, 3:62, 63 (121)
71-73, 3:71 (147A)
79, 3:57 (96), 146
90, 3:44 (52)
120, 3:13 (6)
160, 3:64 (123)
198-200, 3:62 (116)
204-206, 3:62 (116)
212, 3:75, 76 (168)
221, 3:142
232, 3:43 (51)
  and Harvard Street, 3:98

Normandy Avenue
30, 5:55
30-32, 5:116

Normandy Terrace
27, 5:116 (215)

Norris Street
40, 5:126
51-53, 5:74
52, 5:104
58, 5:74

Old Dee Road
6, 4:128
7, 4:79
12, 4:128
18, 4:130
19, 4:76 (102), 124

Orchard Street
15, 5:98
20, 5:94
41, 5:89
45, 5:89 (138, 139)
49, 5:89
57, 5:103 (174)
63, 5:93, 94 (153)
69, 5:104 (179), 105
81, 5:167 (341)
  and Allen Street, 5:121
  and Beech Street, 5:168

Otis Street
26, 1:43
55-61, 1:47, 77 (160), 78 (162)
59, 1:83
61, 1:81 (175), 83 (181, 183)
66-68, 1:77 (161), 80 (169)
81-83, 1:67 (136)
93, 1:76 (158); 3:56
100, 1:83, 93
103-105, 1:80 (171)
129, 1:84 (188), 85 (190)
131, 1:84 (186)
133-135, 1:86 (193)
134, 1:84, 85 (189)
137-145, 1:79 (166)
140-142, 1:89 (206)
142, 1:43
  and Fourth Street, 1:50
  and Third Street, 1:53

Oxford Avenue
89, 5:87

Oxford Street
47-49, 2:115
63-69, 2:73 (147), 115
85, 5:176
114, 22115

114, 2:115
  and Eustis Street, 2:31
  and Sacramento Street, 2:110

Park Avenue
15, 5:108 (187)

Pearl Street
30-38, 3:67 (138)
40-48, 3:67 (139)
66-68, 3:41 (41)

Pearl Street
77-79, 3:68 (140)
83-85, 3:68 (140)
180, 3:55
321, 3:72
  and McTernan Street, 3:88 (201)
  and Watson Street, 3:149 (391)

Pemberton Street
24, 5:94, 95 (156), 170
32, 5:170
33, 5:170
54, 5:104, 170
216, 5:72

Phillips Place
2, 4:62, 95

Pilgrim Street
10, 3:120, 121

Pine Street
87, 3:51
109-111, 3:51
133, 3:65 (128)

Pleasant Street
19, 3:44, 45 (55)
46, 3:69
48, 3:59 (104, 105)
90-92, 3:72, 73 (153)
  and River Street, 3:149 (392)

Porter Road
78-80, 5:79 (118, 119)

Portland Street
  and Hartwick Street, 3:89 (203)

Potter Place
1, 4:49, 92 (155)

Prentiss Street
6, 2:52 (72), 115; 4:92
18, 2:115
28, 2:115
35, 2:78 (160), 79, 89 (200), 115
37-37A, 2:115

Prescott Street
16, 2:71 (139), 113
84, 2:100, 113

Prospect Street
60-62, 3:72, 73 (152)
112-114, 3:62 (117, 118)
125, 2:54 (82), 55 (88); 4:87, 88
149, 2:113
150-152, 3:62
232, 3:57, 58 (97)

Putnam Avenue
5, 3:73
11, 3:65 (129, 130), 69
22, 3:61 (114, 115)
37, 3:65 (129, 130)
431, 3:43 (47, 48), 75
  and Magazine Street, 3:83 (185)
  and Magee Street, 3:95 (223)

Quincy Street
17, 4:124, 125 (267)
20, 4:26
25, 4:97
31, 4:164
38, 2:63 (110)
42, 2:63 (109), 113
48, 1:25, 26 (40, 41); 2:52 (74), 57 (92A), 11
  4:101 (187), 19

  4:101 (187), 193
  and Broadway, 2:65
  and Kirkland Street, 2:110

Raymond Street
60, 4:51
72, 4:76
79, 4:51
84, 4:51
87, 4:52
90, 4:119
95, 4:51
103, 105, 4:119 (252)
200, 5:133 (258)
  and Walden Street, 5:58

Reed Street
27, 5:126

Regent Street
28-30, 5:140

Remington Street
9, 2:113
11-13, 2:113
15, 2:113

Reservoir Street
11, 4:131
12, 4:110
25, 4:66, 117
26, 4:131
29, 4:66
33, 4:123
43, 4:123
  and Fayerweather Street, 1:37

Rice Street
15, 5:84 (130), 101
31, 5:93
33, 5:93
59, 5:87, 88 (135), 90, 170
94, 5:79

Richdale Avenue
11, 5:101 (170)

Richdale Avenue
75, 5:154 (319), 155
202, 5:154 (318)
205, 5:154

Rindge Avenue
12, 5:97, 98 (162)
18, 5:100 (169), 101
60, 5:111
70, 5:128 (241)
99, 5:87, 170
122, 5:87 (133), 122 (227), 127
146, 5:15, 65 (84), 66, 71, 167, 172
170, 5:123 (230)
205, 5:59 (91), 87
206, 5:67, 72 (101), 73
320, 5:87
334, 5:32
336, 5:32, 68 (88), 71, 73, 172
362, 5:82 (127)
364, 5:82 (127)
390, 5:150 (307)
392, 5:82 (127)
  and Sargent Street, 5:127

Rindge Avenue Extension
55, 5:157
110, 5:157

Rindge Terrace
6, 5:104 (178)

River Street
26-32, 3:62, 67 (134-136), 69
102, 3:58 (100, 101)
250, 3:153

Roseland Street
28, 2:115

Royal Avenue
20-22, 5:109 (192)

Russell Street
2, 5:86, 125 (234), 169
4-6, 5:130 (247)
5, 4:86; 5:63 (79)
11, 5:96 (158), 97 (159), 169
26, 5:94, 95 (154)
35, 5:169
41, 5:169
45, 5:169
48, 5:93, 94 (152)
57, 5:169
81, 5:169
83, 5:169

Sacramento Street
3, 2:115
5, 2:115
9-13, 2:115
15-19, 2:115
16, 2:79 (163), 91 (205), 95, 115
20, 2:69 (132), 115
21, 2:107

Sacramento Street
29, 2:115
31, 2:62 (106A), 115
38, 2:115
39, 2:115
65, 2:115

St. John's Road
9, 4:196
11, 4:196
13, 4:23, 62, 90

Salem Street
6-8, 3:52
15, 3:50 (71)s

15, 3:50 (71)

Sargent Street
15, 5:72
199, 5:172

School Street
86, 3:52

Sciarappa Street
23, 1:85 (192)
26, 1:67 (134)
53-59, 1:88, 89 (204)
80, 1:77
98, 1:76 (157)
102-104, 1:80 (168)
  and Thorndike Street, 1:92 (208)

Scott Street
2, 2:114
8, 2:114
18, 1:35 (69); 2:99 (126), 114

Seagrave Road
  and Alewife Brook Parkway, 5:173 (357)

Second Street
18-22, 1:55 (103), 56
26, 1:72 (146)
34-46, 1:70 (140), 78 (163), 79, 81, 82 (177, 179)
46, 1:74, 82 (177, 179)
  and Cambridge Street, 1:56
  and Gore Street, 1:55 (101, 102), 57, 58
  and Thorndike Street, 1:49

Shady Hill Square
1-12, 2:114

Shea Road
16-18, 5:98

Shepard Street
22-26, 4:48 (47)
27-29, 4:48
38-44, 4:48
52, 4:48

Sherman Street
20, 5:117 (218)
21, 5:117 (219), 175
34, 5:117
132, 5:72 (99, 100)
137, 5:139 (271)
147, 5:157, 158 (327)
169, 5:72
181-183, 5:61 (76), 62, 63 (78), 167, 171
191, 5:72
195-197, 5:73

Sidney Street
63, 3:120 (308), 121
69, 3:120 (307)

Sixth Street
111, 3:125 (322)
130, 3:124 (319)
147, 3:125 (323)
  and Otis Street, 1:50
  and Spring Street, 1:56

Smith Place
17, 5:73, 179
21, 5:179
40, 5:157 (326)
67, 5:156 (323)
75, 5:156 (325), 157
100, 5:156 (324)

Soden Street
14, 3:51

Somerville Avenue
820, 5:146, 164

South Street
17, 4:42, 90, 91 (151), 185
21, 4:185

Sparks Street
61-67, 4:109 (212)
70, 4:123 (263)
80, 4:146
  and Brattle Street, 4:141

Spring Street
67-75, 1:76 (159), 79
72-78, 1:79 (165)
84-92, 1:79 (164), 82 (178), 83 (184)
98, 1:74 (153)
98-100, 1:75 (155)
139, 1:88 (201)
  and Sciarappa Street, 1:75 (156)

Stearns Street
10, 5:73
16, 5:73

Story Street
  and Brattle Street, 4:44

Sumner Road
6-8, 2:96
7, 2:106
9, 2:113
11-15, 2:113
14, 2:113

Sunset Road
5, 5:111 (198)

Temple Street
  and Austin Street, 2:111; 3:104 (255, 256)

Tenney Street
5, 5:89
9, 5:89
12, 5:93, 168 (346)

Third Street
83-95, 1:86 (195), 94 (212); 3:67
202-214, 1:72
  and Cambridge Street, 1:57
  and Gore Street, 1:67 (135)
  and Otis Street, 1:47
  and Spring Street, 1:14, 54
  and Thorndike Street, 1:47

Thorndike Street
59, 1:48, 72 (145)
69, 1:24 (34), 25, 26 (39), 80, 81 (174)
70, 1:93
96, 1:72, 73 (147)
101, 1:84
107, 1:84
109, 1:83 (182), 84 (185)
110, 1:84
112-114, 1:87
116, 1:84
124, 1:73 (151)
129, 1:85 (191)
134, 1:80, 81 (173)
146, 1:67 (131)
  and Fifth Street, 1:92 (209)
  and Third Street, 1:54

Traymore Street
1-23, 2:115

Tremont Street
14, 3:72 (150)
36, 3:65

Trowbridge Street
10, 2:67 (121), 113
11, 2:80 (165), 114
15, 2:96, 114
26, 2:71, 72 (140), 114
33-35, 2:93, 94 (214), 96, 114
42, 2:114
48, 2:114
55, 2:82 (172), 96, 114
58, 2:82 (171), 114
111, 2:114
117, 2:114

Trowbridge Terrace
2, 2:114

Tuttle Street
  and Donnell Street, 5:175 (362)

Union Street
28, 3:59 (103)
  and Hampshire Street, 3:144

Upland Road
15, 5:76, 77 (113)
17-19, 5:152
43, 5:107 (185), 175
62, 2:97
67-69, 5:104
79, 5:101-102 (172)
93-95, 5:69 (93)
115, 5:97, 98 (161), 175
129-131, 5:103 (176), 104, 175
144, 4:133 (294)
153, 5:107 (186)
192/103, 105 Raymond Street, 4:119 (252)
269, 5:117 (217)
283, 5:117

Upton Street
7, 3:59, 60 (106-109)

Van Norden Street
4, 5:99 (166), 100

Vassal Lane
47, 5:105 (182)
152, 5:66 (85), 174
197, 5:128 (242), 129

Vassar Street
70, 3:136
88, 3:133 (347)

Vincent Street
11, 5:104

Vineyard Street
6, 5:46, 176 (365)
17, 5:176

Walden Street
63, 5:93 (151)
65, 5:93 (151)
71, 5:93 (151)
71, 5:93 (151)
77, 5:93 (151)
101, 5:94-95 (157), 175
165, 5:125
241-249, 5:141, 142 (279)
288, 5:113
359, 5:75 (109)
373-379, 5:141
  and Sherman Street, 5:175

Walker Street
44, 4:48, 109 (213), 116
124, 4:50

Walnut Avenue
2, 4:51, 52, 121, 122
4, 4:101 (186)
6, 4:113 (231)
9, 4:52, 113 (232)

Ware Street
19, 2:92, 93 (212), 114
23-29, 2:76, 77 (157), 114

Washington Avenu
26, 4:51, 119 (251)
33, 4:113
49, 4:51, 113 (230), 144
81, 4:50, 51, 106 (203)
85-89, 4:51
87, 4:51
91, 4:130
108, 4:97, 124

Washington Street
241, 3:50
261-263, 3:56 (93)
271-273, 3:145
288, 3:55 (87)
296, 3:56

Waterhouse Street
7, 4:84, 86
11, 4:47
13, 4:139 (309)

Watson Street
12-24, 3:68 (141)

West Street
11-17, 2:114

Western Avenue
135, 1:25 (38); 3:54 (84), 152 (398), 153
  and Green Street, 3:100 (237)

Wheeler Street
55, 5:146 (294)

White Street
28-30, 5:89
55, 5:143 (284)

Whittemore Avenue
12, 5:151 (312), 152, 173
111, 5:111 (201)
131, 5:112 (204)

Whittier Street
12, 5:104
14-20, 5:104 (177)
14-23, 5:175
15, 5:104

Willard Street
4, 4:91 (153)
7, 4:133
8, 1:20, 21 (24); 4:20, 62, 84 (132), 86

William Street
3, 3:58 (98)
16-18, 3:52 (80)
27-29, 3:54 (86)
39, 3:60
40, 3:56

Windsor Street
183-189, 3:55 (90, 91), 62
370-372, 3:66 (133)
370-396, 3:66 (133)
376-378, 3:66 (133)
384-386, 3:66 (133)
390-396, 3:66 (133)
  and Hampshire Street, 3:18
  and School Street, 3:91
  and Webster Avenue, 3:88, 89 (203)

Winter Street
63-79, 1:94
67, 1:83 (180)
75, 1:94 (211)

Winthrop Street
41, 4:42, 185
98, 4:43 (40), 90
106, 4:43 (40), 85, 86, 144
  and Dunster Street, 4:141 (314)

Woodbridge Street
11, 5:98
24-26, 5:75 (106)

Worcester Street
8, 3:57
14, 3:50
17, 3:57

Yerxa Road
13, 5:172

LITERIS ANTIQVIS NOVIS INSTITVTIS DECORA
CIVICO REGIMINE DONATA A.D.1846
CANTABRIGIA
CONDITA A.D.1630.